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INSIDE THIS ISSUE MIVW • EDITION 38 • CULT CLASSIC
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BADLY DUBBED

It's hard to believe that this is the third annual *Show Special* edition we've produced. It seems like only yesterday that the forces above decided it would be a good idea to publish a 13th issue of the magazine devoted to the global modified VW show scene. With a strong focus on show coverage from the current year, plus dates and vital info for the year ahead, on top of feature cars and the killer regulars you get with your usual issue of *PVW*, it's also totally free to those who have a year's subscription to the magazine! In order to ensure you don't miss any show dates, the print edition also includes a free pull-out wall planner. We know what you're thinking: where's the catch? Well, for you guys, there isn't one. For us, we would just have to pull our socks up and produce an extra issue in record time...

At least with more shows around than ever we wouldn't struggle for content. This year we've focused on a lot of UK shows, as the scene here is just so versatile these days. With events exploring all aspects of VW goodness (including static car shows, festival-type events, mixed marque meets, performance-orientated gatherings, and much, much more), the likes of Edition 38, GTI International, Players, VW Action, Show & Glow, VW Festival and Goodwood's Festival of Speed, to name just a few, means there's no real reason to leave the UK. Or is there? Flick to page 38 for the full report on Holland's MIVW gathering and then tell me what you think...



This modified VW lark is more of an international thing than ever these days, and while the UK offers some of the best shows around, you can't beat taking in at least one or two foreign events during the year. And if you're lucky enough to hop the Atlantic and sample some of what the US scene has to offer, then you'll understand why we're always harping on about how wonderful it is over there.

We're especially excited this issue to get an exclusive look inside one of the longest running, most well-established UK VW clubs: Edition 38. Hosts of one of the UK's most popular modified water-cooled VW

forums and organisers of one of the most important UK VW shows, we ask the team the questions many of you have wanted to but never dared ask. Turn to page 8 for an extensive interview to discover what makes the crew tick and look at some of the main members' current rides. And if you're new to the scene and have no idea what Edition 38 is then skip to page 30 for our in-depth show report to find out what all the hype is about.

We hope you enjoy reading the issue as much as we have done producing it. Until next time...

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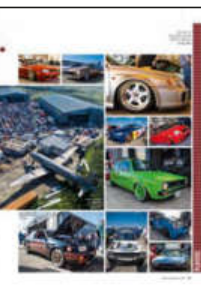


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GOLF 4 1.9TDI	£357.99
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SCORPION

THE ENTHUSIAST'S CHOICE

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SO SOLID CREW

To celebrate 15 years of the Edition 38 show we quiz the three main organisers: Steve Denton, Wayne Russell and Mick Bell. We ask all the questions you've wanted to but never dared to ask. As well as discovering how the club was formed, we also look at some of the current crew members' cars in the process. So pour a brew, pull up a pew and enjoy.

Words: Elliott Roberts Photos: Si Gray



Above (left to right): Mick Bell, Wayne Russell and Steve Denton, the main men currently behind the myth, the legend that is Edition 38!

EDITION 38 ORGANISERS Q&A:

PVW: When was Edition 38 officially formed?

Do you remember where you were at the time?

Steve Denton: We were at the Castrophe show in Germany, at the bar after the show! (Where all the best ideas are developed obviously ~ Ed).

PVW: What does Edition 38 actually mean and who came up with it as the club's name?

SD: 'Edition' because of the special editions VW has made. '38' because in 1938 the corner stone of the Wolfsburg factory was laid.

PVW: What was the original idea behind E38?

Did it start as a club, group of friends, or forum?

SD: It was a club/group of like-minded Dubbers with a show in mind...

PVW: Do you remember how many members there were at the beginning? And if so, can you name them all?

SD: Myself, Dave Lorraine, Brad Stevens, Carl Taylor, Ben Taylor, Martin Barker, Danny Allen, Kim Cowden.

PVW: In terms of the current Edition 38 'crew' (those that help at shows and run the forum etc), how many official team members are there?

ALL: 38...!

PVW: What came first, the forum or the show and did you have any idea either would become quite so popular when you started?

SD: The show was first then, thanks to Stephen Sweetland, the forum followed. Popularity-wise, no we had no idea it would take off like this.

PVW: Your more recent event, Early Edition, has become very popular, too. Are you happy with the two events or would you ever consider another type of show?

Mick Bell: We are happy with the two events but there is always room for improvement and we will always strive to make the shows better. Another type of show? Watch this space...

PVW: We understand the three of you have different roles but who does what at the head of Edition 38 these days?

MB: I do everything... the other are two not available to comment. Ha!

PVW: As Edition 38 has grown as a brand, and is obviously now a registered company, has the fun element still remained?

Wayne Russell: Yes, things have had to change to suit the red tape restrictions. But we always

work hard as a crew to get over the obstacles!

PVW: Of all the 15 Edition 38 shows you've organised, do you have a favourite? If so, why?

All: E38X – the beach party! Also it was a great achievement to reach the tenth show.

PVW: It's no secret that a bunch of the original members have left the club over the years for various reasons. Do the three of you all get on all of the time or are there still the occasional heated debates?

ALL: Of course there are heated debates; our E38 passion is still very strong!

PVW: What do you say to the haters that perhaps don't like the change of direction Edition 38 has taken from club to business? We know you have many reasons for making things official so now's your chance to have you say.

MB: It was a case of having to really, but doing so made people take things more seriously. In life you cannot please everybody all the time! Those early decisions may not have been agreeable to everybody but it has all worked to give the show longevity and security.

PVW: Do you ever wish you could go back to just being a small group of mates that travelled to car shows and had a laugh over a few beers, without the pressure of organising the shows and running the forum?

All: Nothing has changed. It's still your round Elliott! Ha. Seriously, though, the main show is one of the main events in the calendar. Pressure? More like, pride in being involved.

PVW: It's great to see how the show has evolved over the years and that you still keep mixing things up and adding twists. What can we expect in the future from Edition 38?

WR: We will continue to make improvements to the shows and we plan to launch a new website in the new year!

PVW: If you could go back and do it all again, would you?

SD: Of course I would do it all again.

MB: Definitely, I've met some great friends and had some great times.

WR: Yes, maybe without the other two. Ha.

PVW: Any final words?

All: We'd like to say a massive shout out to the crew, without you there is no show. We would just like to give you a 'nod' in appreciation!

GEORGIE MARLOW

1982 MK1 GOLF

Age: 26

Occupation: Supply chain manager

Location: Milton Keynes

First car owned: Citroen Saxo (haha!)

First VAG owned: Standard 6n2 Polo

Dream car: Chevrolet Camaro (yes, I fell in love with Bumblebee from *Transformers*!)

PVW: How long have you been a crew member?

GM: I'm the newest crew member with only a year-and-a-half experience under my belt!

PVW: When did you first hear about Edition 38?

GM: I was introduced in 2006. Over the following years I started to make great friends with crew members always helping out.

PVW: What's the best part of a crew member?

GM: Realising it's not just about the cars but the amazing family that goes with it!

PVW: Other than Edition 38 or Early Edition, what's your favourite event to attend?

GM: EuroSunday and MIVW are my favourites, although I went to EBI for the first time this year which was a fantastic air-cooled show.

PVW: Tell us a bit about your current car?

GM: I bought it back in 2010 as my restoration project. I haven't done too many mods as wanted to keep the original character of the car.



PVW: What's your favourite part of the car?

GM: The low mileage and clean, original interior.

PVW: What was the hardest part of the build?

GM: The hardest part was to modifying everything underneath so the car aired-out.

PVW: What got you into VWs in the first place?

GM: My dad has always built US hot rods, and I have always taken an interest in his projects. From there I just somehow happened get into VWs.

PVW: How many VWs have you owned in total?

GM: A 6n2 Polo, 2001 Beetle, Audi TT Mk1 and the Mk1 Golf.

PVW: What are your future plans with this car?

GM: There's lots of subtle mods to come...

DUB DETAILS

ENGINE: Standard 1.3-litre that's done just 52k

CHASSIS: Full V2 Air Lift Performance setup with extra modifications on the underside thus allowing 'more lows'

EXTERIOR: Resprayed four years ago in original Gambia red by TUK Customs, BBS 001 RMs 6.5j all-round, with custom G23 manufactured centre caps, all fully ceramic polished by Felgen Werkes. Chrome small bumpers

INTERIOR: Original cloth interior in sand/beige, opening front quarter clear windows

SHOUT: Felgen Werkes for incredible results on the wheels, GM Bodycraft for all the chassis modifications, Riiva design for the bang-tidy boot install, and Aaron Low&Slow for being a douche bag and always wanting to get the Golf lower

KUNAL DESAI

MK2 GOLF 1.8T

Age: 34

Occupation: Mortgage advisor

Location: Northampton

First car owned: Honda Civic

Dream car: Porsche 911 Turbo

PVW: How long have you been a crew member?

KD: I've been a member for about two years and I love it. I've always had a passion for VW (air-cooled as well as water-cooled).

PVW: When did you first hear about Edition 38?

KD: I heard of it when it first started and I've been to every show over its 15 years.

PVW: What's the best part of being an Edition 38 crew member?

KD: I get to share the love of VWs but also have an input in making the show better each year.

PVW: And are there any down sides?

KD: Nope, no down sides in my eyes.

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

KD: I like the Westside show and also Ultimate Dubs as it's the first of the show season. I really want to go to Wörthersee next year, too.

PVW: Tell us a bit about your current car?

KD: I have an Oak green Mk2 with a 20vT that I



converted a couple of years ago with a Qpeng ECU and wiring loom. It now runs around 220bhp. It has fully smooth big bumpers, Audi door handles, a narrow boot recess, Chromalux windows and a fully trimmed interior, done by MJ. All the body work has been done by Steve at Style Haus. I also have 15" Ronal mags and a custom cream Alcantara headlining.

PVW: What's your favourite part of the car?

KD: The interior.

PVW: What was the hardest part of the build?

KD: Definitely the engine conversion – I'm very impatient person!

PVW: What got you into VWs in the first place?

KD: I have always loved VWs; it started with air-cooled and went from there.

PVW: How many VWs have you owned in total?

KD: Just the one; that's enough for me!

PVW: What are your future plans with this car?

KD: I'd love to change the colour when I can.

PVW: What separates the modified VW scene from any other?

KD: Everyone's love and passion.

DUB DETAILS

ENGINE: 1.8T four-cylinder 20v with Qpeng ECU and wiring loom running around 220bhp

CHASSIS: 15" Ronal mags (8" up front, 9" out back)

EXTERIOR: Fully smoothed bumpers, Audi door handles, narrowed boot recess, Chromalux windows. All the body work has been done by Steve at Style Haus

INTERIOR: Fully cream Recaro trim, electric front seats, trimmed headlining in cream Alcantara

SHOUT: Shouts to Lee for the engine build, Steve Denton and Marc Jarvis for the paint and Sam McMahon for his inspiration

LUKE 'LUCAS' HARRISON MK1 GOLF

Age: 28

Occupation: Debt recovery

Location: Corby, Northamptonshire

First car owned: Mk3 Ford Fiesta XR2i

First VAG owned: 1985 Gambia red Mk2 Golf 1.3 CL

Dream car: RS6 – as I wouldn't fit in anything else!

If you didn't drive a VW what would you drive? I'd rather walk!

Favourite drink: Kopperberg

Tune of the moment: TCTS Games (featuring K. Stewart)

PVW: How long have you been an Edition 38 crew member?

LH: Four years but I've been mates with most of the crew for over ten years.

PVW: When did you first hear about Edition 38 and what drew you to become a crew member?

LH: My first Mk2 was looked after by PVS (when Mr Denton worked there) and so I knew of E38 from there. I started going all over Europe with all the Edition 38 crew in 2011 and from that becoming a member just sort of happened!

PVW: Did you attend the very first Edition 38 event over 15 years ago? If not which was the first E38 event you attended?

LH: No, unfortunately – which I'm reminded of regularly! My first was in 2004 but I was hooked immediately and have never missed one since. I even didn't have a honeymoon so I could be there in 2012!

PVW: What's the best part of being an Edition 38 crew member?

LH: It has to be seeing a field turn into an iconic venue and the crowds of people flooding through the gates on a Friday and the sense of achievement on the Sunday! And the rest of the crew are alright...

PVW: And are there any down sides?

LH: I'm sure my wife would say so... Perhaps the amount of time involved but it's rewarding when it means so much to the VAG community.

PVW: Are you a member of the E38 forum and, if so, how long for?

LH: Yes, I have been for over ten years!

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

LH: It has to be Wörthersee, followed closely by VW Days!

PVW: Tell us a bit about your current car? How long have you owned it and did you always intend to modify it?

LH: The Mk1 was started as a project by a guy called Adam about three years ago and has been sold several times. I got it in October last year as a little more than a rolling shell. The aim was to build a cool Mk1 to cruise to shows in but nothing serious, and I think I've done that!

PVW: What's your favourite part of the car?

LH: The Teal Tweed trim (by Edge Automotive).



PVW: What was the hardest part of the build?

LH: I think it has to be that I underestimated the number of little parts that I didn't realise that I even needed!

PVW: What got you into VWs in the first place?

LH: It was my brother-in-law's fault! He loved finding low mileage Mk2s and keeping them mint and original. He sold me my first but it didn't stay original for long after I caught up with Si Sweetland!

PVW: How many VWs have you owned in total?

LH: I've had 20+ VAGs: two Mk1s; nine Mk2s; three Mk3s; three Mk4s; a Mk5; a Mk6; a Mk7; a Polo; an A3; and my B8 A4.

PVW: What are your future plans with this car or any other projects you may own?

LH: I don't tend to keep cars for long. I enjoy the build and seeing a vision become reality, so I am toying with selling it. However, if I keep it, I will put another engine in it!

PVW: What separates the modified VW scene from any other?

LH: I think it's the detail and the time people

spend on the bits that will never be seen!

PVW: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?

LH: We're a dedicated crew that put on a show that brings the finest VAG metal from all over Europe to the UK shores.

DUB DETAILS

ENGINE: 1.9 TDI 90bhp, K&N cone filter, 2.5" straight-through exhaust

CHASSIS: 17" T5 steels with 185/35 tyres, custom adaptors, 150mm Ultra Low H&Rs, Stillstatic top mounts, G60 brakes, fully polybushed
EXTERIOR: Repaint by UnitSixteen in Aviator grey, genuine Swallowtail rear panel, Webasto roof, chrome small bumpers, all red rears, chrome flag mirrors

INTERIOR: Recaros trimmed in Teal Harris Tweed and matching doorcards and gaiter, 280mm Momo steering wheel trimmed in Alcantara, and a false rear floor

SHOUT: My long suffering wife Lyndsay, the rest of the Edition crew, Edge Automotive, Stillstatic, RIIVA Design, Classic VW and Stylehaus

'UNCLE STEVE' DENTON NEW SCIROCCO

Age: 47

Occupation: Rubbing

Location: Northampton

First car owned: Mini

First VAG owned: Mk1

Dream car: One I don't need to paint

If you didn't drive a VW what would you drive? Anything German

Favourite drink: I love them all

Tune of the moment: I just love the funk

PVW: How long have you been a crew member?
SD: Forever.

PVW: When did you first hear about Edition 38?
SD: I started it.

PVW: Did you attend the first Edition 38 event?
SD: Funny enough, yes (*always the joker ~ Ed!*)

PVW: What's the best part of being an Edition 38 crew member?
SD: The camaraderie.

PVW: Are you a member of the E38 forum and, if so, how long for?
SD: Yes, from day one.

PVW: What's your favourite event to attend other than outside of Edition 38 or Early Edition?
SD: Wörthersee.



PVW: Tell us a bit about your current car? How long have you owned it and did you always intend to modify it?

SD: I've owned it 18 months and, yes, I definitely planned to modify it!

PVW: What's your favourite part of the car?
SD: That's easy: the colour.

PVW: What got you into VWs in the first place?
SD: The original Oxford Edition cars.

PVW: How many VWs have you owned in total?
SD: About five (*sure you've not missed a couple of zeros out there? ~ All!*)

PVW: What are your future plans with this car or any other projects you may own?
SD: This will now be sold with lots in the pipeline. You know me...

PVW: What separates the modified VW scene from any other?

SD: The quality.

PVW: In one sentence, please explain to somebody that doesn't know what Edition 38 is all about?

SD: Just come up on stage and tell us and everyone else about your car!

DUB DETAILS

ENGINE: Standard 2.0-litre TFSI

CHASSIS: 19" Rotiform LHRs, Air Lift V2 suspension

EXTERIOR: Full respray in Porsche grey, some smoothing, R-Line rear lights and skirts

INTERIOR: Mk6 steering wheel, rare Biscuit 'Rocco trim, black headlining

SHOUT: Mr P Simms, Air Lift and Rotiform

BEN BROCKLEHURST MK2 SCIROCCO

Age: 36

Occupation: Production engineer

Location: Buxton

First car owned: BMW E30

First VAG owned: Caddy pick-up

Dream car: Lamborghini

If you didn't drive a VW what would you drive? Toyota Hilux (daily)

Favourite drink: Lager

Tune of the moment: The Weekend – Can't feel my face

PVW: How long have you been an Edition 38 crew member?
BB: For ten years.

PVW: When did you first hear about Edition 38 and what drew you to become a crew member?
BB: Doug Shepley told me about it, so I came to the show and loved it.

PVW: What's the best part of being an Edition 38 Crew member?
BB: The banter.

PVW: And are there any down sides?
BB: Yes, having to deal with drunks at the show.

PVW: Are you a member of the E38 forum and, if so, how long for?
BB: Yes, but no idea for how long. I don't really use it. The internet has spoiled car shows – fact!



PVW: What's your favourite event to attend other than Edition 38 or Early Edition?
BB: Easy. Wörthersee.

PVW: Tell us a bit about your current car?
BB: I've had it for around six years. It was bought purely to modify.

PVW: What's your favourite part of the car?
BB: My favorite part is the roof even though nobody notices it!

PVW: What was the hardest part of the build?
BB: The wings.

PVW: What got you into VWs in the first place?
BB: I just liked them.

PVW: How many VWs have you owned in total?
BB: At least 28.

PVW: What are your future plans with this car?
BB: It's for sale if anyone's interested?

PVW: What separates the modified VW scene from any other?
BB: The people and attention-to-detail.

PVW: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?
BB: Friends, banter and some old nails of cars.

DUB DETAILS

ENGINE: 1.8T four-cylinder 20v with 300bhp

CHASSIS: AccuAir suspension

EXTERIOR: Easier to say what hasn't been done!

INTERIOR: Custom cage, bucket seats etc

SHOUT: Voodoo Motorsport, Ramhalls Motor Bodies (Sheffield)

ADRIAN HASSALL

MK4 GOLF 1.8T

Age: 30

Occupation: Warehouse manager

Location: Sunny Northampton

First car owned: Mk3 Fiesta 1.1

First VAG owned: A Mk2 16v

Dream car: A 993 Turbo or a Cossie RS500

If you didn't drive a VW what would you drive? Something Jap or an M-powered BMW

Favourite drink: Cold pint of Bitburger

Tune of the moment: I'm currently listening to my old-skool hip hop and garage albums

PVV: How long have you been an Edition 38 crew member?

AH: Officially since 2012, although I'd been helping out a for three or four years before that.

PVV: When did you first hear about Edition 38 and what drew you to become a crew member?

AH: Always loved the old Premier Vehicle Services (PVS) cars and Edition 38 was the local show for me!

PVV: Did you attend the very first Edition 38 event? If not, which was the first you attended?

AH: No, I first went in 2003 and then went again in '05 or '06. I've not missed a year since!

PVV: What's the best part of being an Edition 38 crew member?

AH: I've met some great people and got some hilarious stories! It's always a proud moment on the Sunday of the show when you look out from the stage and see how busy it is and everyone having a good time!

PVV: And are there any down sides?

AH: Bin juice! I hate clearing up the rubbish.

PVV: Are you a member of the E38 forum and, if so, how long for?

AH: Yeah since around 2005/2006.

PVV: What's your favourite event to attend, other than Edition 38 or Early Edition?

AH: I always love the European shows. I always have an adventure and some great laughs! I haven't done Wörthersee yet, so that's got to happen in 2016!

PVV: How long have you owned your Mk4 for and did you always intend to modify it?

AH: I've owned it since 2011 and it was bought as a cheap run-about in between cars! I fitted some coilovers and then someone scraped down the side of it so I went to Stylehaus where Steve (ex-PVS) repaired it and things just escalated. Steve refused to repair it unless I changed the colour. It was painted Audi Dakota grey (brown) originally and then had a revamp this year.

PVV: What's your favourite part of the car?

AH: The colour and the interior.

PVV: What was the hardest part of the build?

AH: I'd say the hardest part was probably to remain motivated and keep going even when everything seemed to be going wrong and I was running out of time!



PVV: What got you into VWs in the first place?

AH: I've always loved Mk1s and Mk2s but couldn't afford to insure them. I had Fords and Vauxhalls instead but then my missus bought a Mk3, so I went and bought a Mk2 GTI whilst drunk on eBay late one night. It was a nail!

PVV: How many VWs have you owned in total?

AH: 12 in total – mainly Mk2 and Mk4 Golfs but there was also a SEAT and a couple of Audis.

PVV: What are your future plans with this car or any other projects you may own?

AH: To fit some decent coilovers and get it running lower. To get the bay done with a big turbo and probably get some more Alcantara for the interior. I also want a Mk2 again as well!

PVV: What separates the modified VW scene from any other?

AH: The people; we're all quite close and generally most get along together. The attention-to-detail, too, especially with the European cars, is next level.

PVV: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?

AH: A great bunch of mates who are true enthusiasts, who put on the best show in the UK, oh, and who like a beer or two as well!

DUB DETAILS

ENGINE: 1.8T with a decat Milltek exhaust.

Remapped by GRM Northampton

CHASSIS: 8.5x18 and 9.5x18 Kerscher CSs ceramic polished by Felgenwerkes. Coilovers, polybushed throughout, R32 wishbones and hubs, Neuspeed rear ARBs

EXTERIOR: SRS Tec wide wings, US-style front bumper, shortened rear numberplate recess, aerial deleted, pulled rear arches, stubby mirrors, Anni headlights, US rears, colour change and all bodywork done by Stylehaus

INTERIOR: Lower dash, centre console, steering wheel, handbrake and gear knob, parcel shelf and supports all trimmed in Charcoal Alcantara and red stitching, custom Recaro Speed seats with harness holes deleted, custom Anni rear bench all trimmed in Charcoal Alcantara, red stitching and Mk7 GTI Tartan centres, headlining trimmed in black Mk7 GTI material, all trim work by Edge Automotive, carbon centre trims, R32 brushed aluminium triggers, Bora vents, TT pedals, Anni clocks

SHOUT: Steve and Paul at Stylehaus – both are miserable but without their help this wouldn't have happened! Indy at Felgenwerkes for the wheels, Edge Automotive for the interior, Pallet at GRM Northampton for the wings and help. My family, Hannah and my kids. All the crew!

KIRSTY PAINTAIN

AUDI A4 AVANT

Age: 30

Occupation: Complex Care support worker

Location: Northampton

First VAG owned: Mk3 Anniversary

Dream car: Porsche 911 964

If you didn't drive a VW what would you drive? I'd rather walk

PVW: How long have you been a crew member?

KP: Five years.

PVW: When did you first hear about Edition 38?

KP: I was taken to a show and fell in love with it.

PVW: Which was your first E38 event?

KP: I lost my E38 virginity in 2007.

PVW: What's the best part of being a member?

KP: Being part of a family.

PVW: And are there any down sides?

KP: Bin juice!

PVW: Are you a member of the E38 forum?

KP: Yes; I have been a member since 2009.

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

KP: Wörthersee.

PVW: Tell us a bit about your current car?



KP: I was sitting on the M1 one afternoon when I simply decided I wanted to slam an Avant on the floor with some nice wheels.

PVW: How long have you owned it and did you always intend to modify it?

KP: Since July this year. Yes, I had a plan in mind.

PVW: What's your favourite part of the car?

KP: The size of the boot for shoe shopping.

PVW: What was the hardest part of the build?

KP: For Stylehaus: getting it finished in two weeks. For me: waiting to see it.

PVW: What got you into VWs in the first place?

KP: My other half [Paul Simms].

PVW: What separates the modified VW scene from any other?

KP: The community spirit.

PVW: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?

KP: Quality cars, good tunes, friends and fun pretty much sum it up.

DUB DETAILS

ENGINE: Standard 2.0 TDI

CHASSIS: 19" Rotiform BLQ 2 DDT and AP coilovers

EXTERIOR: Fully repainted, custom-built bi-xenon tinted headlights, US numberplate blank, SEAT Leon splitter

INTERIOR: Alcatara headlining, leather interior

SHOUT: Steve and Paul at Stylehaus for getting it done in 14 days, Car Audio Security, Turps at EM Tuning and the Edition 38 family

PAUL SIMMS

AUDI A4 2.5 V6 TDI CAB

Age: 35

Occupation: Painter at Stylehaus

Location: Northampton

First car owned: MK1 Golf

Dream car: Aston Martin

If you didn't drive a VW what would you drive? Something German

PVW: How long have you been a crew member?

PS: Five years

PVW: When did you first hear about Edition 38 and what drew you to become a crew member?

PS: Being friends with Steve [Denton] and Wayne [Russell]. Becoming crew happened by accident; I helped out a few times and was asked to join the team.

PVW: Did you attend the very first Edition 38 event over 15 years ago?

PS: No, my first one was in 2007.

PVW: What's the best part of being an Edition 38 crew member?

PS: The friendships and laughs.

PVW: And are there any down sides?

PS: Clearing the campsite on Sunday night.

PVW: Are you a member of the E38 forum and, if so, for how long?



PS: Yes, I've been a member for eight years.

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

PS: Wörthersee.

PVW: Tell us a bit about your current car?

PS: To be honest I planned to keep it original but I couldn't help myself and so over time I've made a few OEM+ upgrades.

PVW: How long have you owned it and did you always intend to modify it?

PS: One year; it was supposed to stay standard!

PVW: What's your favourite part of the car?

PS: How clean and original the car is.

PVW: What got you into VWs in the first place?

PS: Buying my Mk1.

PVW: How many VWs have you owned in total?

PS: Six at the last count.

PVW: What are your future plans with this car or any other projects you may own?

PS: An audio upgrade in the Audi.

PVW: What separates the modified VW scene from any other?

PS: The long term friendships you make within the community.

PVW: Explain to somebody that doesn't know what Edition 38 is all about?

PS: Amazing cars, chilled vibes and beer.

DUB DETAILS

ENGINE: standard 2.5 V6 TDI

CHASSIS: H&R Ultra Low coilovers, 8.5x19" Audi Speedlines

EXTERIOR: It's easier to state what hasn't been touched

INTERIOR: Face-lift B7 rear lights

SHOUT: Stylehaus, Still Static, Felgen Werkes

WAYNE & ALICE RUSSELL

AUDI A5 3.0 TDI

Age: Combined age of 67!

Occupation: Wayne: Electrician

Alice: Customer advisor

Location: Northampton

First car owned: Wayne: No comment (times were hard!) Alice: Vauxhall Corsa!

First VAG owned: Wayne: Mk1 Golf

Alice: Polo 6n2

Dream car: Wayne: Ferrari 458 Italia.

Alice: Porsche 911 Turbo

If you didn't drive a VW what would you drive? An Audi (both)

Favourite drink: Wayne: Jupiler.

Alice: Kopparberg

PVW: How long have you been a Edition 38 crew members?

Wayne: Twelve years.

Alice: Eight years.

PVW: When did you first hear about Edition 38 and what drew you to become a crew member?

WR: Quite early on actually as I knew Steve Denton beforehand.

AR: We already had done a small show with Northants Club GTI.

PVW: Did you attend the very first Edition 38 event over 15 years ago? If not, which was the first E38 event you attended?

Both: Yes, we both attended the first one.

PVW: What's the best part of being an Edition 38 crew member?

Both: Watching the semi-circle in front of the stage filling up on a Sunday with people chilling and enjoying all the awesome cars from all over Europe waiting to be interviewed.

PVW: And are there any down sides?

Both: Obviously there are down sides to everything, but the positives outweigh them!

PVW: Are you a member of the E38 forum and, if so, how long for?

Both: Yes, from day one.

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

Both: Wörthersee.

PVW: Tell us a bit about your current car?

How long have you owned it and did you always intend to modify it?

Both: We bought it four-and-a-half years ago as a 'sensible' family car although there was always a vision of doing some subtle mods. We just can't help ourselves!

PVW: What's your favourite part of the car?

Both: At this time of the year, the heated seats!

PVW: What was the hardest part of the build?

Both: Getting the baby seat in the back. Ha!

PVW: What got you into VWs in the first place?

WR: I liked the look of Golf Mk1s.

PVW: How many VWs have you owned in total?

Both: 14 VWs/Audis between us.



PVW: What are your future plans with this car or any other projects you may own?

Both: Maybe a few tweaks here and there but a new toy is coming...

PVW: What separates the modified VW scene from any others?

Both: We have good shows to go to. We do not need to attend BMW shows!

PVW: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?

Both: It's simply a bunch of Dubbers that organise the best VAG show in Europe! We're not biased at all. Ha!

DUB DETAILS

ENGINE: 3.0litre TDI Quattro with Motec remap

CHASSIS: H&R AH Exclusive Ultra Lows, 10.5x20"

Vossen VLEs, Audi TT RS front calipers and discs

EXTERIOR: All red rear lights, S5 bootlid, late-spec front bumper, RS5 grille, chrome trim rapped in black

INTERIOR: Audi TT flat bottom steering wheel

with chrome paddles, full S-line electric black

leather trim

SHOUT: Stylehaus, Still Static, AH Exclusive Parts, VRS Northampton, Syco Graphix, Meguiars, Motec performance, Proline refinisher's, Recaro, Richter Sport UK

SAM McMAHON

1960 SPLIT-SCREEN BUS

Age: 31

Occupation: Carpenter

Location: Northampton

First car owned: '75 Beetle

First VAG owned: The Beetle

Dream car: Lowlight Karmann Ghia (that I regrettably sold)

If you didn't drive a VW what would you drive? Chopped Model A Tudor

Favourite drink: A pint of Guinness

Tune of the moment: Wankelmut – Head is a Jungle

PVW: How long have you been an Edition 38 crew member?

SM: Almost ten years now.

PVW: When did you first hear about Edition 38 and what drew you to become a crew member?

SM: It was from seeing the cars coming out of PVS back in the day, and I was given a flyer in a local parts shop.

PVW: Did you attend the very first Edition 38 event? If not, which was your first event?

SM: No, but I made the second show at Billing in my mate's newly converted 20vT Mk2.

PVW: What's the best part of being an Edition 38 crew member?

SM: It's got to be doing the show: that buzz leading up to it, getting everything set up, then seeing everyone coming through the gates.

PVW: And are there any down sides?

SM: Picking up everyone's rubbish after the show.

PVW: Are you a member of the E38 forum and, if so, how long for?

SM: Yeah, I have been for a long time.

PVW: What's your favourite event to attend, other than Edition 38 or Early Edition?

SM: It's Wörthersee. Other than that, I went to European Bug-in, in Belgium, this year and that turned out to be an epic weekend.

PVW: Tell us a bit about your current car? How long have you owned it and did you always intend to modify it?

SM: Well, it's an original paint 1960 Split bus. I bought it as a project from the States, with the intention of both getting it on the road and as low as possible.

PVW: What's your favourite part of the car?

SM: The contrast between the underneath and the top. You can eat your dinner off the chassis and yet the outside is all original, including all the dents!

PVW: What was the hardest part of the build?

SM: Probably getting it to sit this low. It's not just a case of coilovers and a chassis notch like on most new stuff.

PVW: What got you into VWs in the first place?

SM: Probably my parents taking me to Bug Jam as a kid. That definitely had something to do with it.



PVW: How many VWs have you owned in total?

SM: I think about seven in total – a pretty healthy mix of air-cooled and water-cooled.

PVW: What are your future plans with this car or any other projects you may own?

SM: This is getting a big motor, as since you took the photos of it I managed to blow the engine up. I've also got some big brakes on the way.

PVW: What separates the modified VW scene from any other?

SM: I find the shows are a lot more relaxed, particularly the air-cooled side of the VW scene.

PVW: In one sentence, explain to somebody that doesn't know what Edition 38 is all about?

SM: Put simply, it's hands down it's the best UK VW show, organised by a cool bunch of like-minded enthusiasts ●

DUB DETAILS

ENGINE: 1641cc, twin-Webers, satin black painted tinware, Vintage Speed exhaust

CHASSIS: Fully restored to show standard, front tubs, rear tubs, 1500 Type 3 gearbox and S/A kit, adjustable spring plate, Airevalley Speed Shop 4.5" front beam, KYB shocks all-round, Fellows Speed Shop Wilwood/Porsche disc brake conversion and Type 3 rear drums, steering box raised, front chassis notches, flipped spindles, Randar RDW wheels

EXTERIOR: Original Mango green and Seagull grey factory paint and repairs blown in to match

INTERIOR: Original caramel doorcards, original headlining, custom-made camping interior and modified front seat around the wheel tubs

SHOUT: Kitch aka Kinky Itch for all the help with welding, cutting and getting it on the road in six months, my uncle Ian for painting the underside

*Edition
38*

SAVE THE DATE FOR

EARLY EDITION

SHOW AND SHINE

24TH

Franklin's Gardens

APR



AND THE ORIGINAL

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2ND 3RD 4TH

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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



'DIESELGATE' — WHAT WE KNOW SO FAR

They say that if a story breaks out of the motoring press and makes it in to the mainstream media then it's either something amazing or you've really screwed up. And unless you have been on holiday to the International Space Station recently, you probably know that what's happened to VW is most definitely the latter. Now, we're not going to pretend that we know everything about what's involved in what the mainstream media has dubbed 'Dieselgate' but as far as we can figure out, it goes something like this...

It all kicked off on the 18 September when the United States Environmental Protection Agency (EPA) issued a Notice of Violation of the Clean Air Act to the Volkswagen Group. But why? It was revealed that VW had programmed its '09 to '15-model TDI engines to fool the EPA's test procedure and, well, it's safe to say the EPA wasn't exactly impressed by that!

It was revealed that VW had added a code in to its cars' programming to alter the engines' behaviour while they were being tested so that they would produce the acceptable amount of nitrogen oxide (NOx) emissions. However, when the cars were being used normally, they produced up to 35 times more emissions. The EPA classified this programming as a 'defeat device', something prohibited by the Clean Air Act.

As it now stands, an estimated 11 million cars worldwide, and 500,000 in the United States, included such programming. Bad news for VW, and by association, Audi, SEAT and Skoda, too – basically, anyone part of the group who used the

affected diesel engines. The fallout from this has been absolutely massive, and at the time of this issue going to print we don't know what the full outcome of the scandal will be. So far, VW CEO Martin Winterkorn has resigned and been replaced with ex-Porsche CEO Matthias Müller. VW also suspended Heinz-Jakob Neusser, head of brand development at VW, Ulrich Hackenberg, the head of research and development at Audi and overseer of technical development across the VW group, and Wolfgang Hatz, research and development chief at Porsche who also heads the engine and transmissions development of the group.

At the time of writing the amount that VW will be fined has yet to be announced but numbers as high as \$18 billion have been spoken about. And that's not including the cost of VW issuing a fix of some kind to the affected cars. Whether this is through modified software or added hardware hasn't been announced. Each US state could launch legal action against VW, as could the US Justice Department as a whole and individual customers who feel they were misled by the promise of a 'clean' vehicle. And this could come from VW drivers in virtually every country in the world, as most places have announced they will be investigating the matter. What's more, if the 'fix' to the affected cars reduces their performance and fuel economy, which seems almost inevitable at this stage, there are going to be a lot of unhappy owners out there. And what will happen to the values of the affected cars in a few years, too? VW's share

price has dropped significantly, and the tiny diesel car market in the US is effectively dead and buried as VW was the only real player in the game. Don't forget, the US's giant trucks that run massive 6.0-litre-plus diesel engines aren't subject to the same tests, conveniently...

So the question is, what happens now? At the moment, nobody really knows. Research compiled by Adac, Europe's largest motoring association, shows that diesel cars from Renault, Nissan, Hyundai, Citroen, Fiat, Volvo and other manufacturers have been found to emit substantially higher levels of pollution when tested in more realistic driving conditions. But without a doubt the worst thing for the general car-buying public (rather than Mr and Mrs *PWV* reader, perhaps), is the break in the trust of the brand. After all, we all know that few cars achieve the kind of fuel economy in the real world that they claim in the brochures; thank skewed (and totally legal) testing procedures for that. And we've all been behind a diesel car pumping out black smoke when under load – and we're not talking about modified cars here! To put it simply, we've all known for a while that diesel fuel isn't clean; the air quality in our cities is testament to that. However, the fact that VW purposely tried to cheat the buying public and the world's health... well, it sure isn't a great public relations move! As Volkswagen Group of America CEO Michael Horn said at a press launch for the new Passat in the US: "We've totally screwed up." Us personally? We just feel sorry for the poor guys in the VW press office.

WHAT'S NEW?



INTRODUCING: STANCEPARTS

Coilovers or air-ride? Stanceparts is a new company that offers an Air Cup Lift System that claims to offer the best of both worlds.

By fitting the Air Cup Lift System over your existing coilovers the company says you will be able to raise your car 50mm at the touch of a button without affecting the coilovers in any way.

In normal use you drive with the air cup unpressurised, thus allowing your coilovers to function as normal. However, if you encounter an obstacle that requires you to raise the car, you simply press a button and the air cup inflates, raising the car. Stanceparts tells us that there are 11 different versions of the air cup

design so the kit will fit all coilovers with straight springs. You can either purchase the air cups by themselves or as a complete kit with a Viar compressor and all the associated lines and parts you need to get them hooked up. Prices start at £325 and you can find out more at www.stanceparts.com



ROTIFORM @ CAS

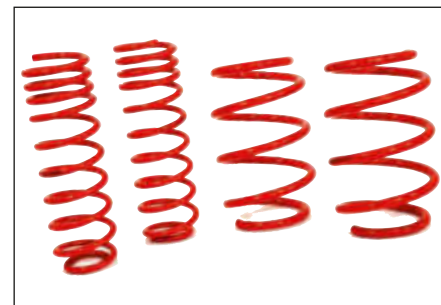
If you're looking to get your hands on a set of Rotiform wheels then get in touch with Car Audio Security down in Hayes.

The guys there wanted to shout out about the Rotiform IND-T, SPF and BLQ cast rims they've got in stock right now, with prices starting at £999 for 19" versions or £1099 for 20" versions. Each are available in either silver or Double Dark Tint finishes. Log on to www.caraudiosecurity.com for more details.



COOL DOWN

Keeping your car running at the correct temperature is important, we all know that. And what we also all know is that sometimes the stock radiator just isn't up to the job, especially if you're pushing big power. According to Direnza its high-flow radiator achieves 30% more cooling than stock thanks to a twin-channel 50mm thick core and is a direct bolt-in fit, so getting it fitted is simple. It costs £169.99 and you can order one at www.direnza.co.uk



SPRING CLEANED

V-Maxx has just released its new lowering spring kit for the Mk5 GTI which is suitable for use with either the factory dampers or aftermarket ones. The springs are made from high quality shot-peened and powdercoated steel. They're a simple fit and will lower your Mk5 a healthy 30mm. What's more, they have full TÜV approval. A set comes in at £176.40. You can find out more about them at the other end of www.v-maxx.co.uk

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



NOTHING BUT A G THANG

The jerrycan could well be the ultimate petrol-head symbol; from its introduction way back in the 1930s right through to its use in modern-day drag racing, there's something iconic and cool about the classic metal fuel container.

This G-Case available from Wheel Whores takes the jerrycan and brings it in to the 21st century, turning it in to a super-cool suitcase. They're really tough thanks to 0.9mm

powdercoated sheet-steel construction, feature a practical side-opening design, sturdy feet, quick-release butterfly lock, telescopic handle and two sets of dual polymer wheels. What's more, they're airport carry-on friendly and come in four colours: gloss grey, matte green, matte black and gloss white. Get over to www.wheelwhores.com, click 'shop', and take advantage of the introductory offer of £99 to get one.



CUSTOM WORKS

Looking for something truly bespoke for your build? Got an idea for a cool metal component but can't find exactly what you're looking for anywhere for sale? If so, then Forge Motorsport can help with its bespoke commissioning service.

As long as you can supply Forge Motorsport's team of engineers and craftsman an idea of what you want (anything from a rough sketch on the back of napkin to a 3D CAD diagram will do) the team will be able to turn your idea in to

reality. It's a service that is perfect for race car builds, kit cars, for those who want to recreate something that isn't made anymore, or for those who want custom bottles and the like under their bonnet, the list goes on and on. What's more, Forge's in-house SiliconHoses.com subsidiary can also supply literally any type or size of race quality silicone hose to complete the setup. Head on to www.forgemotorsport.co.uk (.com in the US) to find out more.



MAGIC PLUG

With years of development under its belts, Gold Plug manufacture high quality magnetic sump plugs. Boasting a 303-grade stainless steel body and a super-strong N45SH Neodymium magnet these plugs are guaranteed to collect any swarf or wear particles your oil filter missed, and will be held tight until the oil is changed. They cost £12.99 and you can order one from www.opieoils.co.uk



RALLYE SHOW '16

Calling all Rallye owners! This year's Rallye Show is being held on the 10 April at Doncaster Racecourse Exhibition Centre and well, you simply need to be there! Whether you own a Rallye, want to own a Rallye or just love looking at the boxed-arch beauties, you really need to be there! Got it? Good! Look for the name @Elsecar_at_the_races on Twitter and Instagram, email macvwnut@btinternet.com, or call 07941 132681 for more information.

COMPETITION

WIN **TURBOSMART** Engineered to WIN BOOST PRODUCTS



Turbosmart is an Australian manufacturer of Boost Control products. It has been around since 1997 and has been innovating motorsport and street performance products ever since. Be it a wastegate, actuator, boost controller or blow-off valve, it's got a solution for everyone!

Now celebrating its first anniversary of operations in the UK (the company's UK/European office is in Birmingham) Turbosmart is offering you lucky readers a

chance at winning some of its great VW gear.

The Turbosmart Kompact range of DVs use the same boost balance technology (no O-ring, no servicing and no need to change the spring for higher boost levels) as refined in its motorsport-proven range of blow-off valves, and quite literally takes it to streets! The Kompact range is designed as a heavy duty performance replacement for the factory gear and are available as a Plumback (recirculating) and in Dual Port (noisy) versions.

As part of its Actuator range, the Turbosmart

IWG75s also benefit from its motorsport DNA, sharing the design philosophy and technology as the company's award-winning and proven external wastegate range. The best possible boost control is achieved through a greater 'working surface' within the actuator, as well as superior materials and spring options anywhere from 3-26psi in base pressure. Furthermore, Turbosmart's Kompact DVs and IWG75s are both available for bolt-on fitment to most petrol turbo VWs. To be in with a chance of winning this great prize, follow the instructions below... ●

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Terms & Conditions No employees of Unity Media, Turbosmart or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. If you wish to enter without a Facebook page please email your entry to pww@unity-media.com using 'Turbosmart' in the subject line. Closing date for entries is 05/01/16



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CULT AND CLASSIC

28/06/14
CULT CLASSIC
COOPERSBURG
PENNSYLVANIA
UNITED STATES



This year Cult Classic celebrated its tenth anniversary so we figured we would send our lovely US contributor pairing of Paul and Anna to celebrate the occasion.

Words: Paul McGrath Photos: Anna Taylor

In a continually growing sea of car shows these days, every event organiser is looking for their unique selling point to maximise attendance. Gone are the days of hitting all five shows within 'travelling distance' each year. It's a clichéd statement we know, but if you were prepared to put the miles in, which many of you clearly are, you genuinely could be at a relevant show every week from March until October. Quite possibly even two.

Josh Paashaus and his hard-working group of family, friends and volunteers behind the scenes of the Cult Classic series of shows in Coopersburg, Pennsylvania have managed to circumvent the tricky USP brainstorming process by, to put it simply, creating a car show that they themselves would want to attend! Their unique selling point being, with





absolute respect, not really having one, and putting everything they have to give, year-after-year into an event that's a known quantity, delivering exactly what show-goers from PA and beyond look forward to time and time again.

As you would expect from a summer scheduled show, the weather over the preceding 24 hours was horrendous. So bad in fact, that when the rain ceased at 7.30 on the morning of the event, it was clear that all that water hadn't been at all kind to the ground at Living Memorial Park. The team, however, took it in their stride, and after a hasty reorganising of the vendors area and making unintended alterations to the arrangement of the show 'n' shine parking, Cult Classic 2015, now in its tenth year of running, was back on course.

As the gates opened it was clear that the shocking weather that most people started their journeys in, hadn't had much impact on attendance, with nearly 500 cars being entered in show 'n' shine and over 1500 people through the doors, the profits from which, along with a charity music concert, raised \$1000 for a local community outreach benefit. That's what we like to see!

Cult Classic is pitched as a German-based event, the bread and butter



Classic Modernlines on this small-bumper Mk2 Jetta coupé just worked so well





Shiba!



A V8-swapped B5 A4? Oh yes...



being VW/Audi group cars of all ages, but with an anything goes mentality featuring a variety of air-cooled beetles and buses, Mk1s to Mk7s, BMWs, Porsches, '50s and '60s American cars and trucks, plus a sprinkling of Japanese kit in there too.

Given that Josh is the main man behind a local performance-centric workshop and title sponsor named 'Nothing Leaves Stock' it seems appropriate that everywhere you seemed to look there were wild and wonderful engine swaps. VR6 mounted in the rear of a limited edition bay window camper? Yup. A V8-powered B5 Audi A4? Of course! And how about a turbocharged Supra motor flawlessly installed in a stack light Mercedes? Obviously!

Cemented on the show calendar, Cult has built up a nice array of sponsors and vendors selling everything from new and used car parts, to BBQ sauce and beard oil. In addition to NLS, the local dealership, Cioca VW of Allentown, was on-board as title sponsor along with impressive vendor displays from AWE Tuning, Collective East, Smith VW, Open Road Tuning, Counter Kultur, Orchid Euro and NGP Racing amongst others, the latter featuring the ex-PVW featured Mk4 Jetta VR6T owned by their new whipping



"No dad I'm telling you, it's meant to be that low. Oh, come on, slow down, I've only got little legs..."





Cult Classic attracts all sorts...

boy, Mike Humphries. But that was not by any means the only car to have grace these pages on-site. Also spotted was Adam Strunk's supercharged 16v Mk1 and we had the opportunity to inspect the plethora of impressive, unique touches on Pat Holden's bright Green Mk3 VR6 for the first time since its feature (PVW 06/15). More importantly than our views, the car also received admiration and, ultimately, top honours from the judges, when it was awarded their prize for best of show! And let's talk about those prizes... 1980s bowling-style trophies? Engraved plaques? Too easy. The awards this year were golden, Super Bowl-inspired winners' rings! The latest in series of creative trophies presented to the class winners, ensuring the event is not only unmissable, but one where you're sure to bring your A-game.

Those prizes are the absolute epitome of the ethic behind Cult Classic, it's not out there making bold claims or a huge splash. Just keep doing what you're doing, and do it well, but don't sit back and count your chickens. Change enough to keep people excited, but not too much so that it isn't what they know. And that's why Cult Classic 10 was one of the most enjoyable VW shows we've ever been to. For real ●



Thankfully the wet weather cleared up and the show was as busy as it always is. Till next year!

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EDITION 38

Even after 15 years, Edition 38 is still the show you can't afford to miss on the UK circuit. And if you weren't there for the 15th birthday bash you missed out, big time!

Words: David Kennedy Photos: Gareth Spiller



“So let me get this straight. You drive for hours to stand in a field, for a whole weekend, to look at cars?” How many of us have been on the receiving end of a question like that? Whether it's from a confused parent, an exasperated other half or a work colleague who thinks cars are boring but thinks nothing of watching 22 men chase a ball around a patch of grass of a weekend, we bet we've all had to try and explain why we go to car shows at one time or another. See, when you think about it, the idea of going to a car show is a strange one. Because when you break it down, that's exactly what we all do: we get up early, drive to a location miles away in the middle of nowhere, park up in a field or a car park and then walk around looking at cars. And the strangest thing of all is that we enjoy them so much that we rearrange real-life duties around them, change holiday plans and cancel family commitments to ensure we don't miss out on the big events of the year too. And they don't come any bigger here in the UK than Edition 38's three-day weekender at the tail end of summer. It's usually the first marked off the calendar as a 'must do' for most people and from a magazine point of view, it's the only one we're allowed to have a trade stand at these days by the people in the suits who control our shoe-string budgets.

Why all the love for Edition 38 then? Well the formula might not have changed much in its 15 years but if ever there was an event that was more than the sum of its parts, it's Edition 38. Cars in a field, camping on-site, all held over three days. Sounds simple, right? However with more shows than we care to mention getting the exact same formula so very wrong over the years, it proves that while the recipe might be a simple one, cooking it up right year-on-year is much harder indeed.



NOVEL





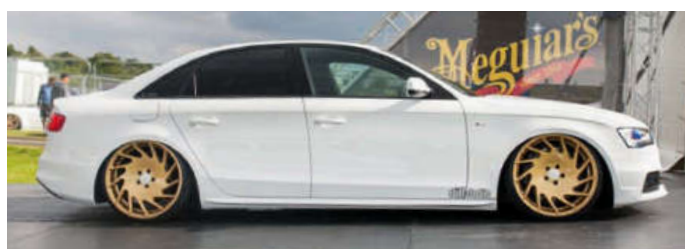


Edition 38 continues to attract not just the crème of the UK's modified VW crop but an impressive showing of Europe's too. With the pound so strong at the moment, it is a lot more expensive for the European contingent to attend this year than it previously was but the large numbers present and correct this year proves just what a draw E38 has for those outside of the UK. It has to be said that one of our favourite times of the year has to be seeing all the familiar friendly Dutch, German, Belgian and French faces coming up to our stand over the weekend and saying hello. And of course, we, and everyone else at the show for that matter, loves the chance to see their amazing cars here on home soil too.

As is the case every year, picking cars of note at E38 is almost impossible, everywhere you look there are either ex-PVW feature cars, cars that are lined up waiting to be featured or cars that we needed to track down for a feature. We say it every year but the standards truly have never been higher for the out-and-out show cars. It's no joke when we say that some of the more regular (although we hate to use the term regular) cars could have walked off with top three in their class awards just a few years back – that's how ridiculous things are getting. So with that in mind we figured that this year, rather than list a handful of cars that caught our eye we're going to let the pictures do more of the talking. After all, we reckon that probably 90% of the cars present over the weekend could deserve a mention in this write-up for one reason or the other, so what's the point in singling a tiny percentage out. Less words, more pictures we say! How the judges in the E38 crew shirts managed to pick out the winners from the crowd is beyond us. We had a hard enough time picking our Sponsors Choice award that went to Jake Belfied for his stunning Mk2 Polo Coupé, a car that is coming to these pages soon don't worry.

The quality of cars might be more Pebble Beach than farmers field in





Northampton these days but the location too, Overstone Park, hasn't changed either in any significant way. This year the showfield stretched further back to virtually the very edge of the site and the camping fields extended as far back as they could too. And by all accounts the security measures that the organisers have put in place over the years are working really well too. We certainly heard no horror stories or anything too negative about any aspect of the event, so credit where credit's due to the E38 crew for tackling any issues head on. The E38 crew themselves had some minor drama in camp that we won't get in to too much (other than taking the chance to say, good riddance...) and those that were there will know what we're referring to (and we couldn't really do a show report without mentioning it after all) but we know the guys will bounce back from it and improve on that aspect next year.

The roll-on, roll-off stage was present and correct as always although we have to say it did seem a little quiet at times for some reason. Were people just not up for getting up there and showing off their rides that they had worked so hard on? Was everyone shy? We had heard at one point that as the showfield was so packed, moving cars about was very difficult and that meant fewer people were able to make their way to the stage. That being said, those that did make their way up for a little mic time put in a good showing but we think everyone would agree it would have been nice to get more cars up there over the weekend.

So, what does all this mean for Edition 38 2016? Well, it might be a bit of a cliché but if it ain't broke, don't fix it. Except for the lack of noodle stand. Come on guys, where's the noodles at? Put simply, weekends like Edition 38 are why we drive for hours to stand in a field, for a whole weekend, to look at cars... ●





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BOYS TO MEN

When we attended the first MIVW event over ten years ago, it was ultimately just a bunch of friends chilling in a local car park with their rather exceptional cars. Fast forward to 2015 and there's a similar vibe but on a much, much larger scale!

Words: Elliott Roberts Photos: Gareth Spiller

Outside of Wörthersee in Austria, Holland's MIVW event is probably the top mainland European show for bringing together the best of the best modified Volkswagens Europe has to offer. And, let's face it, Wörthersee is so vast these days and spread over so many days that you never get to see all the cars in one place at one time anyway. So if you want to see the crème de la crème of Wolfsburg's finest then you're not going to beat MIVW in our book.

In fact, there's more to MIVW than just VWs. Much more. Despite the awesome GTG at the official MIVW hotel the day before, MIVW is still predominantly a one-day event, which means thousands of cars descend on the Valkenburg airfield for one day of madness.

This year the event actually officially took place on a Saturday (rather than the Sunday that we've come to expect), which for the many people travelling from afar was nice because it meant less of a rush to get back home after the event, and you weren't quite so worn out when returning to work on the Monday.

Like usual, we set out at the crack of dawn on the Friday, catching the Eurotunnel across to France. Despite the chaos in Calais and Operation Stack being in place in the UK, we somehow got there with minimal delay. Once you reach France it's a pretty easy (albeit boring) three-and-a-half-hour drive North East to Holland, passing through Belgium as you go.

The showground is situated just outside the picturesque town of Leiden, which itself is just a short train journey away from Amsterdam. In the past, when the show has been held on its usual Sunday slot, a lot of people have spent the day before in the 'Dam but this year a lot of people either got there early and went on Friday or made a long weekend of it, also visiting the sandy beaches on the Dutch coast on the Sunday. Rude not to really!



Oi, Marcus CG
Film, make yours
look like this please?



01/08/15
MIVW
AIRFIELD VALKENBURG
NR. LEIDEN
HOLLAND





Heiko Borchardt's incredible NA 20v Mk1 Golf. Our favourite Mk1 of the year; just look at it!



We don't know either, sorry...





For us, despite an overnight stay, because of other commitments it's always a bit of a flying visit, although we usually make room for a quick trip into Leiden to check out the town and grab some food. Other than being an idyllic little place, set on a river lined with trees and scattered with boats with the obligatory windmill for the picture-perfect selfie, the main thing you notice about Leiden (and Holland in general) is how damn laid-back the people are. Everybody seems to use public transport (mainly trains and trams) to get around or peculiar over-sized push-bikes. Strange, then, that so many people gather just outside of the town for a modified car event. And we've got the team at MIVW to thank for that.

2015, the twelfth running of the show, was just as busy as we've come to expect and (as has become the norm for MIVW) the sun beat down all day. For anybody that still isn't aware, MIVW is actually short for 'Men In Volkswagen'. A bit of a cliché these days if we're honest because not only does the club and show include a growing number of females in Volkswagens but the show itself attracts owners of all manner of cars, albeit of the German persuasion. For us, and many of the people we talked to, the mixed [German] marque element just adds to show's appeal, where high quality is still order of the day despite the huge amount of cars in attendance.

Having slightly struggled to cope with the thousands of cars that descended on the show last year, which resulted in show cars and daily drives of all levels of build being mixed in together, this year the guys were far better prepared. This resulted in better grouping of cars, with the best of the best located directly in front of the stage, other show cars behind them and then your more realistic daily drivers leading off towards the general car parking area. Don't get us wrong, we always love having a look



We heard you like Golfs
so here's half a Golf you can tow with
your Golf when you go to look at other Golfs...

through the daily driven stuff as you still get some killer cars in there hidden away from the crowds.

As you'd imagine with an event that brings together the best cars in Europe, the top dog rides really are on another level. In fact, we keep harping on about the best in Europe, but having travelled the globe for well over a decade it's safe to say the choice cars gathered at MIWW this year really were the best in the world. Quite how the MIWW crew managed to judge them is beyond us.

In our minds, among the top cars in the running for best of show this year (we're talking full on nut and bolt restos with undersides to match the body) were Jorg Ballerman's baby blue Mk1 Oettinger valve (featured twice before in these pages), Tom Klein Gunnerwiek's silver Mk1 Rocco on gold Ronal Racing Turbos (full feature coming soon), MIWW's own Robert Schor with his carbon and chrome-clad, Westmoreland-front Mk2 16v G60 (PVW 04/15) and Heiko Borchardt's NA 20v Mk1 Golf. When the dust settled (not that there was any dust around these cars) it was Heiko Borchardt's Mk1 that took top honours, with Jörg Ballermann's a close second and the old-skool Beetle rounding out the top three. Another stand out car which we'd been itching to see in the metal was Mario Verswyvel's Oak green Mk2 running a turbocharged 2.5-litre five-pot Rabbit motor and one-off Zender Turbos that had been converted to not just multi-piece but also centre-locking, too. Despite the full-on show cars, this type of ride, that looks immaculate but is fully useable too, is what appeals so much to us.

Not only does the event attract people from all over mainland Europe, it also draws in a load of people from the UK, too. In fact, this year we saw probably more Brits at the show than ever before, highlighting just how great this event is. If you make a weekend of it then MIWW really does offer something for







Stage setup was super impressive in its own right, let alone the incredible metal parked on it!



everyone: a chilled lead up to the show, with the main day itself being pretty intense due to the blistering sunshine and insane amount of metal.

In terms of non-VAG metal on display it's hard to know where to start as there's virtually every model of modified Porsche in attendance, from the now quite common sight of a full-on 911 right through to the more unique Panamera and Cayman models. Modified Audis are continuing to grow in popularity, with far more full-on examples parked in the main show area than we can ever remember previously. From decked A8s to tuned RS2s and everything in between, if you're into Ingolstadt's finest then you certainly didn't go home short changed.

With many of the MIVW crew also being into air-cooled Dubs as well, you can always guarantee a nice helping of Beetles and Buses, with the odd Ghia and Type 181 'Thing' thrown in for good measure.

From the moment you arrive at the official NH Hotel on Friday – with its car park GTG, show cars in the lobby and incredible conference room – right through to the time you leave the showground, everything about MIVW weekend is a Veedubber's paradise. It's no wonder the show is fast becoming a must for everyone's show calendar ●





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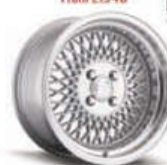
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INTERNATIONAL RELATIONS

Over the last few years GTI International has re-established itself as the show for those who like a little performance in their Volkswagen and as this year's great event proved, it's one you shouldn't be missing out on.

Words: David Kennedy Photos: Gareth Spiller

If you've got even a drop of oil in your veins and modified VW metal is what gets the black stuff flowing, you will know the name GTI International. It might not be the longest running VW event here in the UK but it's not far off, with the show first opening its gates in September 1988 at Knebworth House. It was the event's years between 1989 and 2001 (when it was held at the sorely-missed TRL in Berkshire) that really cemented its reputation as the UK's premier show with cars coming from all over Europe to celebrate their love of Volkswagen metal. The awkward middle years followed at Wroughton in 2002 and Brentwaters Park from 2003 to 2005 before it found its feet again at Bruntingthorpe Proving Ground in 2006. An unfortunate incident on the quarter-mile put a stop to the show at the Leicestershire air base in 2012 so the organisers decided to find a new home once more, this time with a real drag strip and better facilities than the perpetually bleak (or scorching hot, nothing in between, ever ~ All) Bruntingthorpe, which led them to Shakespeare County Raceway in Warwickshire where the show has remained since.

Over those 28 years, International has seen the VW scene change virtually beyond all recognition – imagine if you showed an original



GTI INTERNATIONAL





International visitor one of the top Dutch Mk1s from MIVW this year or took them for a spin in a '15 plate DSG Golf R on Air Lift... their heads would have exploded all over their Mk2's pastel-coloured Skeete body kit! But the show has survived, changed with the times and has grown accordingly. While it might not attract the top European cars anymore like the early 2000 glory days, what it does do very well is truly offer something for everyone. We think its biggest draw, though, is that it really does embrace the performance side of modified VAG metal, something that few shows do these days. It's the performance side of the show that keeps us coming back year-on-year and judging by the excellent turn-out the show continues to enjoy, it's not only us who like seeing the cars in action – well, we are called *Performance VW* after all!

Thanks to the organisers' good relationship with Volkswagen UK itself, they were able to convince the VW press office to drop off two pretty special cars on their way home from the Goodwood Festival of Speed the weekend prior, the amazing Golf R 400 concept and the coolest concept car to come out of VW in recent times: the Ducati Superleggera-powered XL



Dialynx Audi 80 is a rather unique weapon



Volkswagen UK brought along XL Sport Concept fresh from Goodwood





Sport. Neither car was allowed to hit the strip (the press office is nice, but not that nice!) but a handful of people did get to experience a passenger ride in the XL Sport which was pretty cool of VW to let happen.

The show itself is split pretty evenly between those who like showing their cars and those who like them driving hard. Both parts of the show were busy, helped no doubt by the good weather International was blessed with for most of the weekend, although a sudden downpour on Sunday afternoon put an, erm, dampener on things... sorry.

The drag strip was where most of our attention was and it was awesome to see a mixture of seasoned racers and first-timers lining up throughout the weekend. The quarter-mile racing was always very popular at Inters' previous home at Bruntinhorpe but everyone knew the runway's surface was far from the best if you were really competitive, something that Shakespeare doesn't have to worry about seeing as it's a proper drag strip and all. GTI International always attracts an excellent trade presence, too, and a lot of them are companies focused on the business of making your car quicker. This meant that there were a fair few company demos being put to work on the strip which is always good to watch. Our favourite had to





Jon Malik of Stealth Racing fame giving his reworked Corrado beans. Struggling for traction but hoping to reach the tens with better rubber!



be the Darkside Developments' mind blowing SEAT Arosa 2.0-litre TDI. Unfortunately, a sticking nitros button put a stop to their efforts at the show which was a shame as we never tire of seeing it run. In fact, just a few weeks back it ran a 10.14 second run at 148.8mph. Time for a feature soon, don't you think? Speaking of quick cars, Paul Jordan got the fastest time of the day with a 10.200 second run on the Saturday, while Audrius Bagdonavicius took top honours on the Sunday with his insane Audi S2 with a time of 10.002 seconds – talk about close! The Audi class on the Sunday was particularly close too with the MRC Audi RS6 just pipping the Ecotune RS6 with a 10.515 second run over Ecotune's 10.891.

The show 'n' shine was as competitive as the drag strip action too with a great mix of cars present. Jeff Skillman's lovely Mk1 GTI took the biggest trophy home on the Saturday while on the Sunday it was Thomas Bowsher who drove home the happiest in his awesome Mk5. International seems to attract a load of cars that don't make it to other shows so it's a great chance to come across stuff you don't usually see.

Loads of club stands, evening entertainment and good camping conditions rounded out a great year for International. It's a show that has sometimes been criticised over the years (occasionally from this very magazine too) but the organisers continue to come out fighting and for that we say good on them. Here's to 2016! ●



We were saddened to learn that on the Friday morning of this year's GTI International event, Autometrix chief executive Paul Harris sadly lost his battle with cancer. Paul was not only the driving force behind the GTI International event from day one but also the man behind VW Driver and Audi Driver magazines. Our thoughts are with everyone at Autometrix at this time.



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WÖRTHERS ORIGINAL

It may not look like it, but this is a bona fide Mk4 R32, and just look at what's going on under the bonnet! Brace yourselves, there's some startling turbulence ahead...

Words: Daniel Bevis Photos: Igor Vucinic







You've ruined that' – a phrase to chill the soul of anybody who's spent countless hours grafting to complete a project according to an overarching vision in their head, only to find that nobody likes it. Sure, you can get snowblind when you're plugging away by yourself in the garage, but having your worst fears confirmed by the general populus isn't great for the self-esteem, is it?

This doesn't concern everybody, of course. Some people actively seek out controversy, court the haters in an arena of bullish standoffishness, deliberately needing for a reaction. To take a few examples from other scenes, there's an Escort RS Turbo out there with a Vauxhall XE motor in it, a Mk1 Escort converted to front-wheel drive with an Isuzu diesel installed, and the 'Folden', a half-Ford-half-Holden muscle car built in New Zealand by a radio station, seemingly just to annoy people. From these examples it seems largely that Ford drivers enjoy upsetting the applecart, but it's a pan-scene behaviour that you'll find anywhere – after all, an unwillingness to follow the herd is why we do what we do and why you're reading this magazine. It's just that some people are compelled to take it a step further. However deep you are in the VW rabbit hole, you can't deny that the conventions of the counter-culture are just that: conventions. Modded VWs are a world apart from factory offerings, that's obvious, but there's always the danger of buying a bunch of parts off-the-shelf, then finding yourself at a show alongside a dozen other similar builds. Yes, in isolation your bagged Mk5 on scene-friendly splits looks badass and will turn heads on the high street, but on the showground it's in danger of getting lost in the white noise.

Still, there's different and there's different. And the Golf you're looking at here will have more than a few of you scratching your heads in wonder, thinking 'why the hell did they do that?' For it is, you see, a genuine Mk4 R32. Doesn't look like one, does it? And yeah, that's a 9A Corrado four-pot under the bonnet. Oh, the horror! The sacrilege! But really, when you've had a moment to calm down and pick up your monocle, the real question should be 'why the hell wouldn't they...?'

This Golf, you see, was the talk of the Wörthersee Treffen this year (an event that presumably needn't be explained to you – if you're unfamiliar, picture 90% of Europe's modified VWs, Audis, Porsches and much else descending upon



Corrado 9A 16v might be out of place but with 180bhp, it's no slouch in its own right

a small Austrian town for a period of unalloyed awesomeness), and that's no hyperbolic boast. Among the thousands of dedicated builds that rolled into town, it was the idea of taking an R32 and then unceremoniously extracting its essence that captured the public's imagination. Okay, a lot of this was from keyboard warriors WTF-ing themselves into a tumult but, hey, a reaction is a reaction. If you've annoyed a few berks on the internet, all the better!

"Nobody had built the perfect Mk4 as far as we could see," shrugs Thomas Müller. "So we took an R32 shell and set about doing it ourselves." Thomas is one of the Dr Franksteins behind this perceived monster, along with Andreas Schwarzmeier; the former is quality manager and wheel-builder at Müller-Felgen, the latter is a coachbuilder and owner of KTS Karosserietechnik, and they both orbit the German city of Nuremberg as if it were some kind of dark star of VW tinkering. They're so deep in the scene, they need a canary in a cage to tell

them if it's safe to breathe. Understandable, then, that they'd fancy making a few waves at Wörthersee. On the one hand, it gets their names out there to potential customers, but on the other more favoured hand, it's an excuse to spoof together a strong business case for drafting what is ultimately a dream car for both of them.

In order to fully understand this build, you need to suspend your earthly perception of chronology. On the face of it, the idea of shoving a comparatively archaic old four-banger into one of the finest and most aspirational hot hatches of the post-Millennium period seems barmy; indeed, dep-ed Kennedy's initial appraisal of this build when we discussed it was that "this is a literally ridiculous engine choice". And that, of course, is exactly what Thomas and Andreas want people to think. You need to get your Marty McFly hat on, step outside of the linear realm of space-time, and join Bill and Ted and Stewie Griffin in the cosmic observation gallery.

Time works both ways, and the decision to

“
THE R32 WAS A GOOD DEAL
AND IT TURNED UP
AT A PERFECT TIME FOR US
”



“ WE ENDED UP BUYING
FIVE CARS IN TOTAL
TO PRODUCE THIS ONE ”



Interior is the only area of the car that still has any R32-specific parts left in the shape of the lovely stock buckets and rear bench



DUB DETAILS

ENGINE: Corrado 9A 2.0-litre 16v four-cylinder, twin 45mm Weber carbs, custom exhaust system, Mk4 20v 2WD gearbox. Power: 180bhp

CHASSIS: 7.5x18" (front) and 9.5x18" (rear) ET44 BBS E28 Porsche Cup magnesium race wheels with 165/40 Achilles and 215/35 Nankang tyres front and rear respectively, 5x130 PCD adaptors, KW V3 Clubsport coilovers, R32 brakes

EXTERIOR: Full conversion to base model trim, resprayed in Marathon blue

INTERIOR: R32 seats, OMP steering wheel, no airbags, no ABS, no electric windows



install this engine fits neatly along several points of the VW Golf's lengthy model history (another important point to recall, and key to the build, is the acceptance that the R32 is just a thing, in the same way that a GTI is, or a 1.6 Match. Or, y'know, a kettle or a wristwatch). So this is a means to celebrate the tuning potential of the Volkswagens of the 1990s, and wrap it up in a 21st century shell. When you look at it from that perspective, it starts to make a lot of sense: imagine yourself in, say, 1998, with a Mk3 Golf, planning how to make it the best it could possibly be. This is it. You're looking at it. Take a rubber band, attach it to both ends of the Golf's historic timeline, and give it a good twang.

"The R32 was a good deal, and it turned up at a perfect time for us," Thomas explains. "It's a 2003 model, and it only had 86k kilometres on the clock – somebody on Facebook was offering it as a rolling shell, so we bought it and set to work." From the point of view of hunting for a project base, it was the ideal thing: "We needed an R32 in order to get as low as we wanted," he continues, "as the setup at the rear with the stock 4Motion axle allows the car to get a lot lower." The guys' original plan was quite simple: to build the deepest static Mk4 they could, with an old engine and race wheels. Check, check, check again, then! "It was all planned out, the build was finished in our heads," Thomas smiles. "It was just a case of putting it together..."

Interestingly, the fellas cite the simplicity of the Mk1 Golf as a key influence on the build, which goes some way to explain the cut-throat brutality of the stripdown that's happened inside – yes, the mint-condition R32 seats are in place, but a whole galaxy of luxuries has been junked for being superfluous and not in the spirit of the concept: airbags, electric windows, ABS, it's all modern rubbish unbecoming of the vision in their heads.

The choice for 'old engine' was the Corrado's trusty 16-valver, partly just because it hasn't been done before. It's distinctly counter-intuitive to put a significantly older engine in a newer car, particularly one that you know is going to offer way less power than the stock motor would have boasted – but, again, let's not lose sight of the chronology aspect. In terms of retro tuning, a 2.0-litre on twin 45s is a hairy thing when it's churning out the thick end of 180bhp – forget the significant shortfall from the R32's factory 240bhp-odd, and think instead of the old-school possibilities. It's raw, it's pure, it smells faintly petrol in the cabin – it speaks to a primal element of our classic tuning sensibilities. The R32 may have been the world's first production car to run a dual-clutch 'box, but there's no sign of that DSG trickery here either – Thomas and Andreas have instead opted for a 20V 2WD Mk4 Golf cog-swapper. It fits in the shell and it works with the engine, so why not?

"I'll admit that the axle conversions weren't

easy," says Thomas. "We ended up buying five cars in total to produce this one; we threw away all the parts of the R32 that we wouldn't need, but we had to bring in all sorts of others to make it work. It's running a Mk3 axle at the front to help get it so deep and low – the axle, engine, gearbox and so on are all mounted 90mm higher up than stock on custom mounts to help get the shell down, and the rear axle saw a lot of work too."

Since the power was no longer going to the back end, they were able to simplify the system as well as losing a lot of weight, and extensive modifications at both ends were topped off with a custom KW V3 Clubsport coilover setup courtesy of the fastidious eggheads at gepfeffert.com. As it sits here, it's about 170mm lower than stock. Static, remember. These guys really are out to break necks. Possibly their own.

The front axle treatment is a lovely nod to the air-cooled scene, the Mk3 setup tucking the wheels in nice and deep like an old narrowed-beam Beetle, allowing the wheels to actually turn without issue, which is just as well as the Golf's rocking a set of 18s which, while not the last word in ground-breaking diameter, could present problems when rolling this low. The chaps are happy to confirm that the car's easily usable, however, and they also seem chuffed with the flourish with which they ticked the 'let's fit some race wheels' box on their to-do list. BBS E28s

aren't to be sniffed at, and these are pukka Porsche Cup magnesium racing items, further bolstering their stripped-out weight loss plan. That 180bhp is starting to look pretty handy.

The Beetle connection continues with the freshly-laid paintwork, which is Marathonblau – an old Käfer shade that works rather neatly with the back-to-basics approach of the exterior. As you've probably spotted, any semblance of R32 muscularity has been unceremoniously stripped from the exterior, replaced with base model bumpers, slim rubstrips, the works. Were it not for the subtle arch flaring, you could swear the shell came from your grandma's 1.6 runabout. And that, in a nutshell, is the sort of simplicity that brought this build into being: it offers a back-to-basics approach that really seems to speak to people. It's also really annoyed a lot of people, which makes it all the more entertaining. The fact that it was put together in just three months – Thomas and Andreas doing pretty much everything, with the help of buddies Florian, Markus and Philipp – makes it all the more impressive.

Admit it – you like it, don't you? Just don't think of it as a ruined R32, that donor was simply a means to an end. Think of it as the best possible canvas to paint a Corrado motor on to. That, folks, is a show-winning formula ●



Getting the 18" BBS E28 wheels sitting like this took a lot of work, a lot of patience and parts from five separate cars to complete!

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PLAY IT AGAIN...

It may be one of the later shows on the calendar but once again the sun was shining down on North Weald for yet another unforgettable Players Show.

Words: Elliot Roberts Photos: Anna Richardson



Calling the array of cars we've come to expect at the Players event a mixed bag is something of an understatement. After months of VAG-only shows, it was refreshing to see such a wide variety of modified motors. Yes, we love our Veedubs like the next man but we've always prided ourselves on being able to embrace and appreciate all walks of modified life. In fact, we've always said that about all people from the VW camp; we like to keep an eye on what's happening elsewhere...

It's hard to believe that when the Players event began back in 2007 it was actually branded VW Players. The thing with Carl Taylor and Jay McToldridge – the duo behind this ever popular brand – is that not only have they both owned and modified a string of non-VAG cars but so have a lot of their friends. I guess it only made sense that once a few of these weird and wonderful non-VAG rides started to turn up at the show, and embraced by all in attendance, it made sense to drop the 'VW' in the name and throw the gates open to all comers.

Since then, the show has gone from strength to strength and the guys have also put on a second event (Players Classic) to keep up with the

[illegible]

As if owning 'that' orange M3 wasn't enough...





Kiran Mistry's Mk1 looked fresh on its new colour-coded wheels



Audi's little A1 has never looked so tough. Loving the (stupidly) big rear wing!





demand for this mixed-marque type of show, although the original event in September is still the biggest. It's also one of the few events that has managed to retain its original location since the beginning, which is always a good thing if you want to maintain stability and keep people coming back year in, year out – and that they certainly do.

Despite a somewhat roller coaster summer in terms of weather, the lads were once again blessed with stunning weather from the crack of dawn, as is often the case as Players. As well as being renowned for great weather and a killer mix of cars, in the past, due to its popularity, Players has a reputation for being a bit of a bitch to get into, with traffic queuing as far back as the M11 slip road. This year the guys opened up a gate closer to the main roundabout which allowed cars to flow more freely and there wasn't quite so much stop/start traffic. Don't get us wrong, even at 8am it still took around half-an-hour to get in, but you never really mind when you know you're in for a treat once you're parked up.

I'm not too sure on the official word but the show itself looked busier than ever. Monster Energy was (once again) one of the main sponsors, although in place of the huge exhibition stage it brought along last year, for 2015 it had

Jez Boner brought his incredible Escort out to play in the sunshine. We've got so much love for this car, remember when it took pride of place on our stand at E38?





You can't park that there mate...



James Barnard's amazing Rallye had Elliott crying in to his beer all day...

another trick up its sleeve: Ken Block's very own Hoonicorn Mustang, fresh from its UK tour (you may also have been lucky enough to see it in action at Goodwood FOS earlier in the year). Although only on static display (and no sign of Mr Block himself), the car was still understandably a huge draw.

If it was live action you were after, though, then once again the Fueltopia Barrel Sprint (FBS) was at hand to keep drift fans and petrolheads happy. The people behind the Fueltopia Barrel Spint describe it as a cross between drag racing, Gymkhana and drifting but on an affordable budget. What more could you ever need?

For the most part, the rest of the show was purely static but with such interesting metal on display, this was fine with us. Unlike a lot of the VW shows we attend where you're actually walking round for a while trying to spot any new cars you haven't seen before that float your boat Players is the complete opposite. It's full of new and unusual stuff, which even if it doesn't wear a VAG badge is still inspiring. This meant that doing the usual circuit of the entire show took a lot longer than it does at other events. Don't get us wrong, there were still a few of the usual suspects on display,





but only those of a high calibre. As such the scene stars really stand out and you actually seem to appreciate them more.

With the cars scattered in and around two large hangers, plenty of trade stands and eateries, plus a bar and some banging tunes being played by resident Players' DJ, Richie Don, it's really hard to criticise the event. In fact, other than the slight queue to get in, we're really struggling. Props to Jay and the team for still managing to deliver the goods, especially with Carl stuck out in California having recently become a dad and not being able to make it back for the show. Roll on next year... ●



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THE PEOPLE'S CAR

Mike Unland has taken what is already a cult car and turned it into a true legend.

Words: Louise Woodhams
Photos: Sam Dobbins

It's not often we feature air-cooled Volkswagens, so when we do, we like to ensure two things: first, that it's completely freakin' awesome (standard); and second, that we've got a world exclusive. So, whilst you may have read snippets about this car on well-known stance blogs, VW forums or even Twitter, *Performance VW* is proud to present, for the very first time, a full feature on this very special 1959 Beetle rag-top from Florida. Quite exquisite, isn't it?

Owner Mike Unland has been around classic VWs since he was a baby – inevitable when your father is the owner of an air-cooled VW repair shop. But it wasn't until he graduated from high school and worked with his dad for seven years to learn the trade that he became really addicted. "I remember the first project that really set the benchmark in how I style a car," states Mike. "It was a 1956 Oval Window Beetle; black with red leather interior and [7x17" front and 8x18" rear] PrivatNetz wheels. Nobody had ever really executed a modern Euro-look on an old Beetle before. The air-cooled crowd didn't know what to think and it had them scratching their heads but the water-cooled lot lapped it up."

That was ten years ago and since then he's

been on a roll. The project that followed was a black-on-black 1966 Type 3 Notchback with chromed and detailed 17" Fuchs. "It had a very Bentley type feel to it and it got a lot of attention for its unique styling," recalls Mike. And next up was the car you see now...

"I received this convertible in part exchange for a 1964 Double Cab I had," Mike relates. "At that point it was minus an engine and had a lot of underlying issues from its previous hard life. Like most old VWs, it was treated like a throwaway car for 50+ years. I had to undo all that neglect and make it right."

Mike began by completely disassembling the car and having the body media blasted so that he could accurately assess what kind of rust repair was required. With the majority of the rot in the rear luggage tray area and rear lower quarter panels, he sourced donor parts from TheSamba.com and grafted them onto the offending areas. With that complete he then started getting the bodywork straight, prepped and primed ready for a full respray. Once all the body and paintwork was done, he began restoring the chassis. The floorpans had fallen victim to rust so he ordered a new set from Wolfsburg West to weld in. With the body off, it was the ideal

time to tackle the suspension. "If I were to drop it on coilovers, as I do normally, I wouldn't have been able to lower it enough for my liking because of the extra support rails underneath the car. That's when I started entertaining the air-ride idea. All of my future builds will have air-ride now. When done right it can't be beaten, in my opinion," explains the 42-year-old.

The front setup is a little bit different to what many of us are used to. It uses a 6" Jer-Fab narrowed link pin beam with a single bag on the passenger side of the car. It distributes weight evenly through rods that tie the left and right side together and allow both sides to operate off of one bag. The rear suspension is a more typical dual airbag setup from Airkewld with the pre-fabricated brackets welded to the rear frame horns and shock supports to provide a place to mount the airbags. The effect from this setup is much like driving a go-kart apparently.

The air management is handled by a Little Larry's Touché dual manual valve that is mounted so that the valve control levers are discreetly hidden under the dash beside the front boot release to look like it's factory fitted. The air compressor is behind the front spare tyre and there is a two-gallon air tank mounted



We don't often feature air-cooled builds but when we do we like to think we pick pretty special ones...



DUB DETAILS

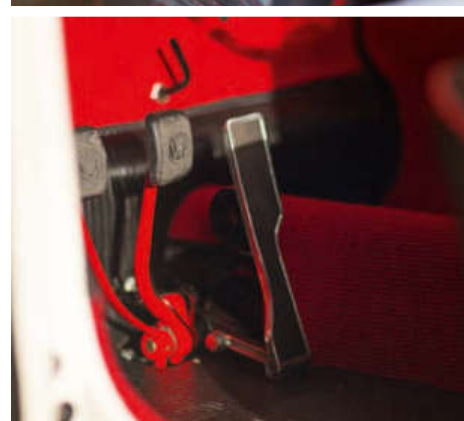
ENGINE & TRANSMISSION: 1200cc engine, Wolfsburg West Okrasa dual port heads/dual carb setup, Aircooled Research Stage 2 camshaft, Fram oil filtration system, Vintage Speed stainless exhaust system, all sheet metal painted gloss black and miscellaneous items powdercoated in matte red texture finish including the manifolds, fuel pump and front pulleys, air cleaners, coil and generator wrapped in GTI MK6 plaid fabric, lightened Porsche 912 flywheel and fully synchronised transmission

CHASSIS: 7x17" (front) and 8x17" (rear) Rotiform FUC wheels (in matte aluminium finish with ceramic black detailing and matte black hardware), shod in 185/35 and 215/40 tyres respectively, custom front air-ride setup and Airkewld rear weld-in dual air bag setup, Little Larry's Touché dual manual valve air management, Porsche Boxster adapted front brake setup including Brembo calipers and cross-drilled discs mounted on Porsche 944 hubs and Airkewld Bad Brakes rear brake setup (utilising a billet centre) modified to help get more lip on the rear wheels

EXTERIOR: Aussie Flash Trim side mouldings with vintage VW parts box print inserts in matte black and matte silver

INTERIOR: Stock seats retrimmed in black leather, black micro perforated leather, black Alcantara and GTI Mk6 plaid fabric with red stitching and piping, Karmann Kabriolett enamelled badges on front seat back rests, red German square weave carpet with black binding, steering wheel painted Porsche Guards red with a hand-stitched cover in Alcantara and micro perforated leather with red stitching, Radio delete triple gauge pod, housing air pressure, tach and oil pressure gauges

THANKS: My wife and son, Ana and Alec, my father Otto for loving VWs before I existed, Paul Barney for keeping me inspired, Robert and Joe from Peppy's Auto Trim for pulling my interior idea together





under the rear seat, and all of the air lines run through the centre tunnel of the car. The job of monitoring the air pressure is done via a digital pressure gauge that is mounted in a radio delete triple-gauge pod that also houses the tach and oil pressure. "Getting the air suspension installed and functioning was by far the most difficult part of the build. It was my first experience with this type of setup but it was definitely worth the work," says Mike. Once the air-ride was dialled-in and the chassis fully detailed he reinstalled the body on the floorpan.

"As soon as I started the restoration I already had a vision of how I wanted the car to turn out. It already had the Aussie Flash Trim on the sides and a black top so I decided those would stay. The idea was to include a lot of the period-correct items but execute them in a modern fashion." And the rolling stock is a case in point. One of Rotiform's more recent wheel designs the FUC is, as you probably guessed by the name, inspired by the classic Porsche Fuchs. These custom three-piece 17" wheels are finished in matte aluminium with ceramic black detailing and matte black hardware.

Nestling behind the wheels is a brake setup adapted from a Boxster up front, utilising the Porsche/Brembo calipers and cross-drilled discs mounted on 944 hubs, whilst out back Mike called upon Airkewld again. The rear brake setup consists of Bad Brakes from Airkewld (which is located in Arizona) built with a billet centre hub. The discs were highly modified to allow the FUCs to have a larger lip but still tuck into the rear arch when aired-out.

The stance and wheels are a perfect example of blending old-school with new and are

instrumental to helping Mike's car stand out from the status quo. Other aesthetic changes that are a nod to his old and new fusion theme include the aforementioned Aussie Flash Trim that has been filled in with custom matte black and silver designs to tie in with the rims. Originally blue and black, the zig-zagging lines are inspired by vintage VW part boxes.

Inside, the stock seats have been reupholstered in a combination of black leather, black micro-perforated leather, black Alcantara suede and GTI MK6 plaid fabric. This is all accented with red stitching and red piping that works in perfect harmony with the red German square weave carpet featuring black binding. The steering wheel column and spokes were painted Porsche Guards red and further enhanced with a handmade cover in black Alcantara and micro-perforated leather with red stitching. The original black rubber floor mats retain some of the vintage VW elements.

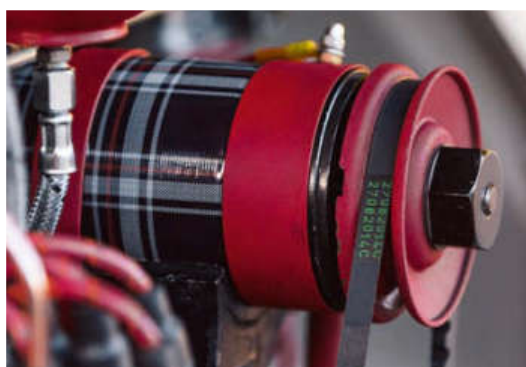
Mike decided to source what would have been the original engine block for it: a 1200cc motor with just 36hp. Over a year, he painstakingly bought it piece by piece off the internet: "For a long time these engines were considered useless and taken out and discarded so that a newer, late model unit could be fitted in its place. It's hard to find a complete 36hp motor now because of this practice but now with the Bonneville Salt Flats 36hp Challenge they are making a comeback." The bottom end is primarily stock with the exception of the camshaft, which is a Stage 2 unit from Aircooled Research in California. For the top end he used the reproduction Okrasa kit reintroduced by Wolfsburg West. This added dual port heads (as

opposed to a single intake port per cylinder bank as before) together with a dual carb setup. Working in harmony with a lightened Porsche 912 flywheel, Fram oil filtration system and Vintage Speed stainless exhaust, it keeps the engine looking period-correct and increases horsepower to a (relatively) neck-snapping 50hp! All the sheet metal for the motor was painted gloss black and miscellaneous items were powdercoated in a matte red texture finish (such as the manifolds, fuel pump and front pulleys) whilst the air cleaners, coil, and generator were wrapped in GTI Mk6 plaid vinyl to tie in with some of the interior elements. The transmission has been changed out for a fully synchronised unit. The original split case transmission had a non-synchronised first gear which meant you had to stop completely before you could engage first gear. Straight-cut gears are also very noisy so a full syncro unit was a no-brainer.

When Mike started this car he wanted to push boundaries – and from looking at what the air-cooled scene is doing right now, he's certainly achieved that. Inspired by the water-cooled guys he's successfully fused the vintage with the modern in terms of his approach to styling and engineering. The devil is in the details and the way in which he's executed this to almost holistically connect the car together is astonishing. In fact, he's turned this Bug into such an icon that his local Volkswagen and Audi dealership purchased it from him to put in their showroom aired-out! He's now working on the restoration of a 1956 Oval Window Beetle, which will have the same styling as this convertible and will be ready for next show season, and we bet it will be every bit as jaw-dropping as this ●



“
THE IDEA WAS TO INCLUDE A LOT OF THE
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BUT EXECUTE THEM IN A MODERN FASHION
”



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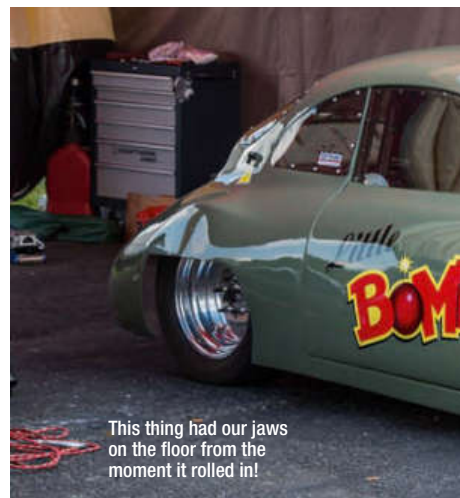
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ACTION STATIONS

VW Action is a massive show that due to a packed diary is one we can't usually get along to. This year, however, we made sure we made it and boy are we glad we did!

Words: David Kennedy Photos: Anna Richardson and Matt Woods



VW Action has been a show that, from our point of view, has always been held on the wrong date. Not that it's affected the show's popularity over the years, it's probably the biggest show on the organiser's roster, but for as long as we can remember it's been held on the same weekend as that other massive show in Northampton, Edition 38. And while our work with human cloning is progressing well, our little PVW team can't be in two places at once no matter how hard we try. But this year Action and Edition didn't clash – result!

VW Action claims to be the longest-running VW event in the world and while we're not too sure on that, it's certainly an event that's incredibly popular. Why? Because it is a show that truly does have a little bit of everything. Held at Santa Pod, Action boasts some of the best quarter-mile action of any Veedub event held at the famous old airfield base in Poddington, attracting cars of all shapes and sizes. We've said it before and we've got no doubt we will say it again but if you like your performance VWs then you really need to do yourself a favour and check out some Veedub drag racing. Action attracts some of the very best around from both the air- and water-cooled camps and is a round of the VW DRC too. What's more,



VW ACTION





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Another car we've got lined up for a feature soon...

with the organisers offering to pay for the travel of top-level race cars (and show 'n' shine cars too for that matter) from Europe, a lot of the big names from the Continent come over too. This year saw record numbers of serious drag racers in attendance thanks to this offer, with VW DRC chairman Luke Stevenson making sure some of Germany's best was in attendance: "The European boys love it here," Luke told us. "Over in Germany at events like Bitburg they do their racing and then go and sit in their T4s as there is nothing else to do; they can't believe all the other stuff here!" In fact, we used Action to bag a nine-car mega-shoot with some of the top Euro racers, which you will see in an upcoming issue very soon.

It's not just Veedubs on the strip though, Action plays host to all manner of serious quarter-mile racers from all over the world. The night racing on the Saturday is a sight to behold, too, bringing a whole new element to watching cars setting blistering hot times.

It was at Action this year where Daniel Kakeschke of German tuner Donkey Tec (PW10/14) set his record-breaking time of 8.51 seconds in his mind-blowing Mk2 VRT. In fact, the top ten were all under the ten-second mark which is just incredible. Speaking of incredible, Trevor Sharpe took home the



Would you like some engine with that turbo sir?



Daniel Kakeschke on his way to a record-breaking 8.51 second run!





prize for fastest Bus of the day, an almost unbelievable 11.86 seconds – incredible in something with all the aerodynamic properties of a terrace house!

Action isn't just about the racing, though, it bills itself as the show with something for everyone and it's not wrong. There's the show 'n' shine which attracts cars from all over Europe. Bryan Butler took home first place in the water-cooled class with his lovely Mk1 Golf, while in the air-cooled camp Shaun Howe from Ipswich took home the biggest prize for his beautiful 1962 Bug. Some of the Bugs and busses were finished more like hot rods than little old Veedubs, it was just amazing. There was also the popular off-road Baja Bug event, bikes and scooters on display, loads of traders, on-site camping, an autojumble, the traditional Action Saturday night fancy dress event, live music, the dance tents, the Action Olympics fun and games... the list really does go on and on!

What we really liked about Action was the general atmosphere; the organisers pride themselves on the show having a fun and family-orientated vibe and we certainly noticed it. All-in-all, a great show and one that should be on more PVW readers' radars. Let's hope the dates don't clash next year! ●



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TOO GOOD TO MISS

Having attended Goodwood's Festival Of Speed for over two decades, it's great to report that the event isn't simply still delivering the goods, amazingly it's even better than ever!

Words: Elliott Roberts Photos: Gary Hawkins

I remember a day when if you wanted to get up close and personal to racing cars of all different eras and categories then Autosport International was the only place to go. My dad took me there as a kid and I was always amazed by the mix of cars; it really was a petrolhead's wet dream. However, if you wanted to catch a glimpse of said cars being driven in anger, then the show never really delivered. Even the introduction of Autosport's Live Action Arena just seemed to lack something; perhaps due to the limited space and traction the cars could achieve, you never really got to experience the cars being driven to their full potential. By the early '90s Autosport seemed to focus far more on the current mainstream motorsport categories, with less vintage racers or variety on display. Thankfully we weren't the only ones that felt the UK could benefit from a show that offered motorsport fans an electrifying taste of all forms of motorsport being unleashed for all to see in a simply divine, quintessentially English location; enter die-hard petrolhead, Lord March and his countryside manor, the Goodwood Estate.

Established in 1993, the Goodwood Festival Of Speed (FOS) hit the floor running. Thanks to his many high-profile friends and contacts, Lord



GOODWOOD FESTIVAL OF SPEED



Audi Le Mans racer getting pushed through the pits while (right) MotoGP legend Valentino Rossi shows off his Yamaha M1 race bike



Mad Mike's insane RX7 drift car tearing up the Tarmac on its way up the hill



March's vision of an event that drew in some of the world's most iconic cars and legendary racing drivers (from both two- and four-wheeled camps) from all corners of the globe was an instant hit and over night became the top entry on all motorsport enthusiast's bucket list of events to attend.

Having been a regular at the FOS for the past two decades, it's been great to see the event grow and yet still retain that incredibly open feel, where you're still able to get up close to the cars and catch a glimpse (or even autograph) from the A-list motorsport celebs. I'm pleased to say the event has lost none of its wow factor and it still manages to excite and surprise like it always did. In fact, it's always amazed me, being a real hardcore motorsport fan interested in all types of racing, how the team that put this gig together manage to sniff out some of the most weird and wonderful racing cars and bikes from all over the world. From drag bikes and Funny Cars to Dakar off-rovers and everything in between, Goodwood never fails to deliver.

Aside from the corporate side of the show, which is required in order to bring in the type of revenue that it takes to fund an event of this size, if you're not interested in checking out that latest brand-new car from one of







Where do we start with this little lot?

the many manufacture's booths, then there's plenty more stuff to see, from air displays to BMX and Motorcross stunts and much, much more.

The best part of the FOS for me (and for many others that have young children) is that it really is a great family day out for all. Taking my young son this year for the first time somehow added even more magic. Even at just three he was more than happy to walk round for best part of nine hours just taking it all in. Getting to show him around cars that I'd sat in as a child really was something else. It doesn't get much better than a selfie with trial bike king, Dougie Lampkin or having your photo taken on the main straight outside Goodwood House (which was coated in still-warm rubber from countless doughnuts performed minutes early by Ken Block's Hoonigan Mustang).

Despite an impressive display by all of the usual VAG group brands, this event is all about lapping up the atmosphere and nostalgia, getting to sample the latest cutting-edge cars sharing the hillclimb with iconic vehicles and bikes of yesteryear. If you haven't experienced the FOS for yourself yet, then you'd better have a good excuse. And I'm sorry, but having young kids just won't cut it. In fact, that's even more of a reason to attend! ●



"Can we get this photo out of the way dad, I'm sure I can hear a car coming..."



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EURO GOODNESS

After gathering momentum very quickly in its first two years we couldn't wait to see what Euro Tripper 3 had to offer this year and we weren't disappointed.

Photos: Sam Dobbins

We have attended the Euro Tripper event since its beginning and at that time, watched it grow year on year, so when we headed out to cover Euro Tripper 3, we expected a bigger turnout and, man, were we impressed! The show had moved to a new location this year, since it outgrew its original location, to Jet Blue Park in Fort Myers, Florida also known as Fenway South; a training facility for the Boston Red Sox. The facility is brand-new and had lots more room for the burgeoning show.

The new location allowed the Euro Tripper team to add so much more to the event. First and foremost, the new venue had plenty of outside space to hold the expanding car event. Furthermore, the organisers were able to add a few other cool elements to this year's show. This included a BMX trick team (BMX Trickstars), who performed multiple shows throughout the event and they encouraged fans and bike shops to bring in all sorts of cool bikes and products. They also set up a 'Water-Cooled Lounge' and an 'Air-Cooled Lounge' for fans to get a break from the Florida sun. The Water-Cooled Lounge had water slides and even a dunk tank, while the Air-Cooled Lounge was a massive tent for a nice place to sit, relax, and hang out or get a bite to eat. We were really impressed that the organisers put so much thought into the comfort of their attendees. Euro Tripper always strives to be a casual affair (the motto for this year's event was actually 'Laid Back!') and we certainly saw everyone having a lot of fun. The organisers always have some nice custom trophies and prizes to give out, but they also try to make sure everyone who attends get to meet new people and hang out, rather than getting too concerned about winning a trophy, and we would say they definitely succeeded in achieving that.

The event was sponsored by Simply Clean and VW Fort Myers, and just like last year, benefited local animal rescue, Brookes Legacy. There were also a



[illegible]



great variety of vendors like Forge Motorsports, USP Motorsports, Lowered Lifestyle, Fifteen52, Vossen, Cloud 9, and a special trip from Kleen Freaks who came all the way from Northern Ireland with an award they created.

Another unique element of Euro Tripper is the teams' passion for air-cooled VWs. The promoters worked hard to grow this section of the event for ET3, and they certainly succeeded. Check out Mike Unlands' amazing '59 Convertible Beetle on Rotiform FUCs and air-ride, as an example. Also the '51 split-window Beetle was stunning. The air-cooled crowd had a great time and many told us they plan to return.

The organisers have always strived to make sure their show is high quality and unique. Everything from the cool event shirts, custom trophies made out of CCW wheel sections, to the great prizes and giveaways. You don't see this at every car show. We look forward to seeing what next year brings!

After a fun-filled Saturday at Euro Tripper 3, we decided to head over to Miami with friends Paul and Mike Unland to check out VolksBlast. Paul had told us we would not be disappointed, so we got up early and made the two-hour drive. Mike was entering the show, so he had to be there early, but the ride turned out to be really easy and we arrived at the show in plenty of time





to get in to the venue. VolksBlast is a long-standing air-cooled event held in the ultra-cool streets of downtown Coral Gables. An awesome location for sure. We were blown away by all the extremely clean air-cooled VWs, the great atmosphere and the convenience of downtown Coral Gables. Air-cooled VW events are certainly something any car fan should check out if they haven't already, the variety is amazing. We saw everything from completely restored period-correct rides to cool rusty rat rods, from owners of all ages and backgrounds. Mike's 'Vert was, of course, very popular here, just as it had been at Euro Tripper 3 on the Saturday.

Afterwards, we decided to meet up with PVW contributor, Sam Dobbins and check out the Wynwood section of Miami; the place was amazing with some truly stunning scenery. We could have spent all day here, but the sun was soon setting. Sam being a local, suggested a cool spot to grab some dinner and then we headed back to Fort Myers.

We had a great weekend in South Florida, and we certainly can't wait for next year. A big thank you to the Euro Tripper team and all their hospitality. If you haven't checked out this event, we recommend you put it on your calendar for next February! ●





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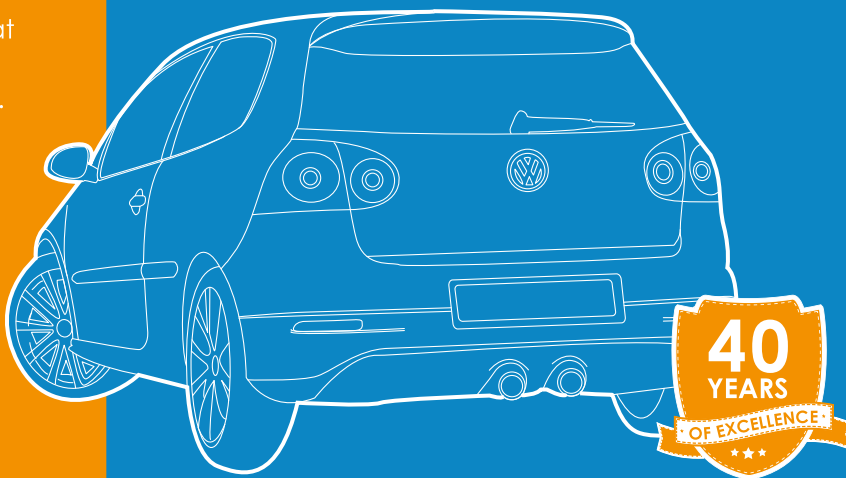
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GLOW JOB

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After two years at one of the UK's premier exhibition locations, when Show & Glow was forced to relocate for 2015 we were a bit worried. Turns out we needn't have been though...

Words: Elliott Roberts Photos: Gareth Spiller



Three years ago when a certain Simon Delaware approached us for advice us on organising an event of his own, well, to be honest, we had to question whether or not the UK really needed another car show, especially one focused mainly on VWs.

However, we've known serial feature car builder Simon for a while now and he's always been the type of chap who does his homework rather than jumping in at the deep end with all guns blazing. Having spent a long time attending and researching the UK car show scene he came to the conclusion that the South East of the UK was absolutely saturated with modified cars but with very few shows for people to take them to. He had an ace card up his sleeve, too: he'd secured one of the plushest settings around that offered a little something else to the regular car show venue. Bluewater's purpose-built exhibition centre, Glow, appeared to be the perfect spot, with plenty of space and facilities.

His event, Show & Glow (see what they did there?), was a success but then, after last year's event, Simon was made aware that the future of Glow wasn't certain so he may have to start looking elsewhere. Wasting no time Simon and his partners began searching around the south east to find a suitable new location for their show. Wherever they went it was soon decided that there was no point changing the event's name; after all people now recognised it and it's safe to say the cars would always be 'showing' and 'glowing' regardless of the setting.

After looking at all manner of venues, the guys decided that rather than forking out a fortune on a venue and stressing about whether or not people would turn up, they would keep it real and stick to their Kent roots. The new venue? A lovely patch of grass by a cricket pavilion in Sittingbourne! It really couldn't be any further away from Glow if it tried.





However, we can't remember such a radical venue change that's ever worked out so well! What the new location perhaps lacked in terms of 'bling' it certainly made up for in atmosphere and character. From the moment the date was announced there was a buzz around the forthcoming event. Being slightly earlier on the calendar seemed to work in the show's favour and despite still being billed as predominantly a VAG event, clearly a lot of people didn't care, as the mix of cars present was eclectic to say the least. For us this just demonstrated what we've been saying for so long about there being more crossover than ever in the UK modified scene. Thankfully, despite the 'intruders' there were still plenty of Wolfsburg's finest to keep us all happy...

Set in 15 acres in the middle of Sittingbourne, The Leisure Pavilion (to give it its full name) couldn't have been better suited. If you've ever been to Westside then that's pretty close to the vibe that was present at this year's Show & Glow, although Simon and the lads had a little something up their sleeve that would shatter the tranquility for a while: a cheeky car smash! This certainly stopped the rain shower damping anybody's spirits when the sun did the off. Let's just say the helpless Corsa didn't







stand a chance as people paid their money to take a swing at it with everything from claw hammers and axes to a full-on sledgehammer. Despite the serious abuse the car received (even ending up on its roof at once stage), after the dust settled, the engine still started and the car drove. And best of all, the money raised went to Myla's Journey (a Just Giving page set up to help fund one of the RollHard guy's daughter's trip to the States for cancer treatment). "I can't tell you what a success the car smash was," Simon told us. "It soon got out of hand, though, with people donating for three hits and then getting a bit carried away. It was all in good spirit, though, and for a good cause." Ultimately, nobody got hurt and many laughs were had. Something of a rarity at some car shows these days.

Though laid-back, the 'Top 20' competition still had the judges under pressure and, as you can see, there were some amazing machines on display. If you missed this year and want to plan for 2016 then we've just had the dates from Simon. Put 26 August in your diary and we'll no doubt see you in Sittingbourne ●





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GARDEN PARTY

VW Festival marked its 11th year with its biggest and best turn-out to date. We headed up the M1 to see what was going on...

Words: David Kennedy Photos: Adam Walker



Over the past 11 years, VW Festival has grown in to probably the biggest show in the north (don't go saying Leeds isn't in the north – to us down in Kent it certainly is) of the country and we're pleased to report that its success shows no sign of slowing down anytime soon. There you go, that's your show report for you. Oh, you want more? Okay let's get in to it, shall we...?

VW Festival is held at Harewood House, which is a pretty incredible-looking manor house from the Georgian era just outside Leeds in West Yorkshire. Those Georgians certainly knew how to put a spectacular property together that's for sure and if you're in to your architecture or British history it's always well worth checking it out while you're at the show. There are galleries, pretty gardens, a lake, lovely terraces and the famous bird garden too. Oh, and penguins! We know we bang on about the penguins but, well, you're not going to find much better entertainment at a show for your little ones if you've got them (or the big kids in your friends group for that matter) than taking them to see the penguins are you?

VW Festival is a show that really does have something for everyone and boasts one of the friendliest atmospheres of any show going, something the organisers are very proud of. And they should be too, you won't find many shows more chilled out and laid back than VW Festival. Maybe it's because the show attracts both air-cooled cars and water-pumpers too. After all, any show that has air-cooled motors in attendance always seems to be a more relaxed affair. Somehow VW Festival maintains the chilled out family friendly vibe it's known for even with the amount of people that come through the gates these days; this year over 20,000 Veedub fans from all over the country walked through the entrance over the weekend.

VW Festival also boasts on-site camping split in to family-friendly and regular sections, has plenty for the kids to do (*did we mention the*



14-16/08/15
VW FESTIVAL
HAREWOOD HOUSE
ENGLAND







penguins? ~ All), loads going on throughout the day and in to the evenings too, including live music from local bands, singers and DJs and one heck of a fancy dress party. The event also does its bit for charity too, which is always great to see, with this year's crowd raising over £18,000 for the charity Cash for Kids, a very worthwhile cause indeed. The money was raised by raffling off a Beetle lovingly restored by local specialist Herbie Hospital (www.herbiehospital.com) and, as is the case every year, when the lucky winner Paul Beckley went up to collect his prize there was more than a few teary eyes in the crowd.

Of course, it goes without saying that the metal in attendance was top notch, too, from both the air- and water-cooled camps. There were plenty of PVW feature cars parked up around the site and some truly stunning Bugs, Busses and Ghias too. Check out the photos across these pages to see the kind of cars that we're talking about, suffice to say it was a fantastic weekend indeed, whatever kind of Veedub tickles your fancy. If you want to get along next year, then put the dates 12-14 August in your diary and make sure you keep an eye on www.vwfestival.co.uk for all the up-to-the-minute information ●



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EVENTS DIARY 2016

JANUARY

14-17th
AUTOSPORT INTERNATIONAL
NEC, Birmingham
www.autosportinternational.com

FEBRUARY

5-7th
VDUB FESTIVAL
Broederstroom, South Africa
www.facebook.com/vdubfestivalsouthafrica

6th
EURO TRIPPER
Fort Myers, Florida, USA
www.eurotrippershow.com

12-14th
EXPO TUNING TORINO
Lingotto Fiere Torino, Italy
www.exptuningtorino.it

27th
EUROJAM
Orlando Speed World, Florida, USA
www.facebook.com/events/1472288016396729

MARCH

13th
ULTIMATE DUBS
Telford International Centre, Telford
www.ultimate-dubs.co.uk

19th
WATER BY THE BRIDGE
Louisville, Kentucky, USA
www.waterbythebridge.com

25-27th
VWDRRC AT FESTIVAL OF POWER
Santa Pod Raceway, Wellingborough
www.vwdrrc.com

APRIL

2-3rd
VOLKSWORLD
Sandown Park, Surrey
www.volksworld.com

2-3rd
SPRING EVENT
Merindol, France
www.spring-event.com

2-3rd
DUBSHED
Kings Hall Complex, Belfast, Northern Ireland
www.gtini.com

10th
ELSECAR AT THE RACES / UK RALLYE GOLF SHOW
Doncaster Racecourse Exhibition Centre
Email: macvwnut@btinternet.com

10th
THE FAST SHOW
Santa Pod Raceway, Wellingborough
www.thefastshow.com

16th
EURO DISTRICT
Jeffersonville, Indiana, USA
www.theeurodistrict.com

17th
GTI SPRING FESTIVAL
Santa Pod Raceway, Wellingborough
www.vwaction.com

22-24th
BIG BANG
Santa Pod Raceway, Wellingborough
www.big-bang.co.uk

22-24th
VWDRRC AT BIG BANG
Santa Pod Raceway, Wellingborough
www.vwdrcc.com

24th
EARLY EDITION
Franklin's Gardens, Northampton

29-2nd May
VWDRRC AT SPRING SPEED NATIONALS
Shakespeare County Raceway, Stratford-upon-Avon
www.vwdrcc.com



EVENTS DIARY 2016

MAY

1st

NEW ENGLAND DUSTOFF

Thompson Speedway Motorsports Park
Thompson, Connecticut, USA
www.nedustoff.com

1-2nd

BHP PERFORMANCE SHOW

Lydden Hill Circuit, Kent
www.bhpperformanceshow.com

4-7th

WÖRTHERSEE TREFFEN

Wörthersee, Austria
www.woertherseetreffen.at

5-8th

TUNINGWORLD BODENSEE

Neue Messe, Friedrichshafen, Germany
www.tuningworldbodensee.de

7th

40S IN A BAG

Samsonville, New York, USA
www.40sinabag.com

13-15th

THE EUROPEAN EXPERIENCE

Savannah, Georgia, USA
www.sowoeuropeanexperience.com

22nd

LETSTANCE

Ulster Folk and Transport Museum, Belfast, NI
www.letstance.co.uk

29th

DUBLOGIC

Stonham Barns, Suffolk
www.facebook.com/dublogicuk

29th

EUROSUNDAY

Lommel, Belgium
www.eurosunday.be

JUNE

4th

EUROSLAM '16

Aviators Stadium, Loves Park, Illinois
www.facebook.com/events/867148343340868/

5th

STONOR PARK

Henley-on-Thames, Oxfordshire
www.abwvc.com

5th

ROLLHARD X CHARITY

Coventry Transport Museum, Coventry
www.rollhard.co.uk

10-12th

DEVA DUBS 'N' RODS

West Midlands County Showground, Shrewsbury
www.devadubshow.co.uk

11th

PLAYERS CLASSIC

Goodwood Motor Circuit, West Sussex
www.players-show.com

11th

EUROKRACY

Montreal, Quebec, Canada
www.eurokracy.com

11-12th

VAG FAIR VACATIONLAND

Brunswick, Maine, USA
www.vagfair.com

12th

BHP FUELFEST

Westpoint Arena, Exeter
www.bhpfuelefest.com

18-19th

CUMBRIAVAG SHOW & SHINE FESTIVAL 2016

Westmorland County Showground, Cumbria
www.cumbriavag.co.uk

23-26th

GOODWOOD FESTIVAL OF SPEED

Goodwood Motor Circuit, West Sussex
www.grcc.goodwood.com

24-25th

EURO HANGER

Holland, Michigan, USA
www.eurohanger.net





14th
VOLKSTYLE BASE
Weeze Airport, Germany
www.volkstylebase.com



EVENTS DIARY 2016

14th
ENDLESS SUMMER VW SHOW
Basingstoke, Hampshire
www.endlesssummervwshow.com

21st
ROLLHARD BELGIAN CHAPTER
Aarschot, Belgium
www.rollhard.co.uk

27th
NORTHERN WÖRTHERSEE
Frankenmuth, Michigan, USA
www.northernworthersee.com

27-29th
VWDRG AT OPEN SPORTS NATIONALS
Shakespeare County Raceway
Stratford-upon-Avon
www.vwdrd.com

28th
SHOW & GLOW
Sittingbourne, Kent
www.showandglow.co.uk

29th
FRAMESLAYERS SUMMER RUN
Southsea, Essex
www.frameslayers.com

SEPTEMBER

2-3rd
STYLE'D
Airport Biernat, Gadki, Poland
www.stylepozn.com

2-4th
EDITION 38
Overstone Park, Northants
www.edition38.com

2-4th
VW ACTION
Santa Pod Raceway, Wellingborough
www.vwaction.com

11th
KNOEDOWN
Knoebels Amusement Park
Elysburg, Pennsylvania
www.knoedown.com

11th
LOWCOLLECTIVE
Stonham Barns, Suffolk
www.facebook.com/events/521801931317775

18th
PLAYERS
North Weald, Essex
www.players-show.com

24th
TITANIC DUBS
Titanic Quarter, County Down, Northern Ireland
www.gtini.com

24-25th
VWDRG AT NATIONAL FINALS
Santa Pod Raceway, Wellingborough
www.vwdrd.com

OCTOBER

9th
GTI FESTIVAL
Santa Pod Raceway, Wellingborough
www.vwaction.com

15th
BLACK FOREST IND. OKTOBERFEST
Cary, North Carolina, USA
www.blackforestindustries.com

15-16th
NOLA SPEED AND STYLE
NOLA Motorsports Park, New Orleans, USA
www.nola-speedandstyle.com

23rd
VAG TUNER EXPO
Donington Exhibition Centre, Donington
www.vagtuner.co.uk

23rd
NEW ENGLAND WRAP UP
Eastons Beach, Newport, Rhode Island, USA
www.nedustoff.com



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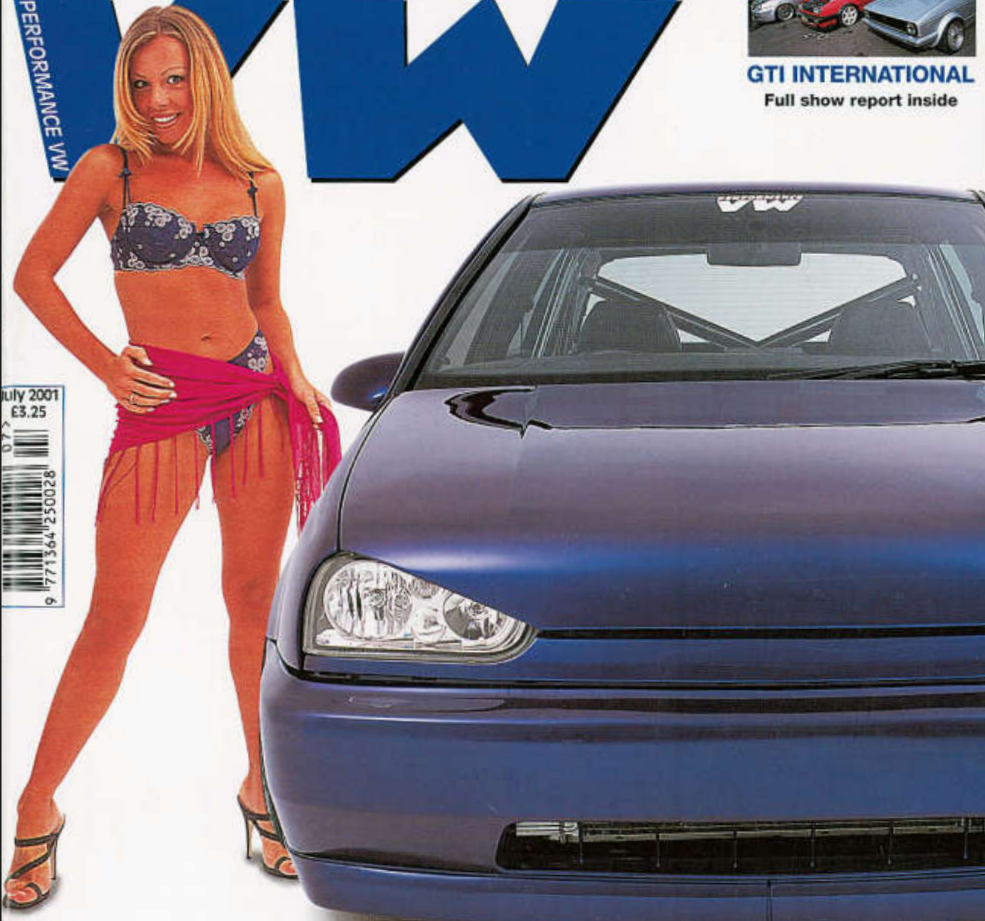
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GTI INTERNATIONAL
Full show report inside

PREMIER LEAGUE

The game's been raised with probably the smoothest Mk3 to date

 Mk4 GOLF ON 19s Belgian Golf/Bora hybrid	 Mk1 GOLF GTI Slammed Euro-style	 Mk2 GOLF G60 Tuned G60 shows the way	 Mk1 GOLF GTI 296bhp supercharged 20v
--	---	---	--

YEAR: 2001
ISSUE: JULY
FEATURE: GTI INTERNATIONAL
FEATURE WRITTEN BY: ELLIOTT ROBERTS
PHOTOS TAKEN BY: MAX EAREY

Welcome to *PWW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-

cooled VW scene. You see, *PWW's* been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out there who

won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



We thought that seeing as this is the *Show Special* issue we would mix things up in *Reloaded* and take a look at a show from back in the day. Choosing a show to highlight wasn't easy however, after all, how do you go about deciding what makes one show better than another? Do we go for one of the early UK events that led the way for the scene over here? Or one of the Dutch or German shows from yesteryear that opened the UK's eyes to a whole new world of modified car styling?

In the end we picked GTI International from the July 2001 issue. Why? Well back in 2001 Inters was at the peak of its popularity. It was the show to go to in the UK and it attracted the best of the best cars from across Europe too. So, what were we going on about back in 2001? Well, we were

saying that the strong pound had made it more difficult for as many European visitors to attend as in previous years and we thought the increase in the entrance fee to £13 was a bit much. Oh, and we didn't like the big fences along the drag strip because apparently we didn't like safety...

Anyway, on to the cars! Highlights for us included Carl Taylor's Mk3, known as 'P2 Yob'. The work of Premier, Carl's Mk3 was like nothing else we had seen in the Mk3 game and it's a car that still gets talked about in reverent tones to this day! The quarter-mile strip at International always attracted big names and big cars and there wasn't one much bigger than Dutch legend Jeroen Dik who brought along a string of G60s in both 8v and 16v guise, (including a Mk2 on home-made 19" centre-locks!) and there were cars in attendance from Belgium, Sweden and Germany too.

Our stand featured Richard Tweedle's Mk2, Impact's Mk3 van, Jimmy and Hiten from Westside's Mk1 and Mk2s and Andrew Dimishky's Mk1 to name a few. Other cars we were feeling including a wide-body Lupo VR6, Jay Caddick's Mk1, Grant Motorsport's Mk1 road racer and Jabba Sport's 20v Rallye.

Looking back at the show report doesn't just bring back memories of great cars but memories of great people too. And it's funny to see who's still kicking around shows these days some 14 years later! We guess once you're involved in modified Veedubs it's hard to leave eh? Oh, and just to prove we're not always perfect, here's a few things we listed as 'styling innovations' at the time; Lexus-style rear lights, CLK-style bonnet bulges and Porsche-style twin-wipers. Oh dear...

+POINTS

The cars, the people, the quarter-mile action, the handling circuit, the TRL site

-POINTS

Thinking that Lexus-style rear lights was a 'styling innovation'. How embarrassing!

WHERE ARE THEY NOW?

GTI International moved from the TRL to a site in Wroughton near Swindon for 2002 before moving again to Bentwaters Park near Ipswich for 2003 to 2005 and then on to Bruntingthorpe Proving Ground near Leicester from 2006 to 2012. While other shows have sprung up over the years and made Inters less

of a 'must do' for the UK scene, with its new home at Shakespeare County Raceway in Warwickshire we are pleased to say it's not only found a great location for the performance testing the event is known for, but has been going from strength to strength with it too. Good on 'em we say!

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TALK THE TALK 159



PAUL BARNEY

Life-long VW fan, organiser of Florida's Euro Tripper event and thoroughly bloody nice chap.

Favourite Issue of *PVW*?

Last year's *Show Special* with our first Euro Tripper show write up!

Favourite *PVW* feature car?

Probably Remi's [Unix Performance] Mint green Mk1 or Glenn Ashton's Mk2.

Worst modded VW you've ever seen?

There are so many, especially all the excess cambered, wide-wheel examples. But probably where a car is so badly cut, it's destroyed.

Favourite car you've been involved with?

Mike Unland's '59 'Vert.

How long have you been involved in the VW scene?

I had my first VW while I was in high school (1985), but once I got married, I was out of customising cars until about five years ago.

What are your views on the current VW scene?

I'm excited for the future! While there are things to be worried about, I also see lots of positives.

If you didn't drive a VAG, what car do you think you would drive?

I would probably drive an old Alfa.

Favourite VAG model of all time?

The Golf Rallye.

What trends do you think we will see in the scene in the next few years?

I expect quality to keep increasing. More detailed bays, more custom interiors. Less poke and bacon fenders hopefully.

Favourite show/meet?

In the US? Euro Tripper of course (*we thought you might say that ~ All!*) Simply Clean also has great vibe. In Europe, my favourite show is probably Players Classic, but I haven't been to all of them yet.

Tell us about Euro Tripper and what inspired you start it.

Being in South Florida, I found myself always having to travel north for any car event which seemed pretty odd to me. I also was inspired heavily by SoWo and the amazing atmosphere of Helen, GA.

What has it been like organising shows?

Organising shows is way harder than I thought it would be. It's not really rocket science, but there are just so many little details and variables. Plus it's impossible to please everyone, but we sure

try. At times, it's been too much and I have seriously thought about stopping, but it's extremely rewarding when people give you good feedback. Our fans have been seriously great, and that keeps us going. We have also been able to raise a lot of money for a local animal rescue charity, so that's also very motivating.

What's the Tour Series and this year's 'UK Tribute' all about?

We kept hearing how amazing the shows in Europe were, so we started travelling and contacting promoters. Mike Crawford from Kleen Freaks was a big help and got us in contact with the guys at Edition and Players this last year. We had such a great time at those events and were so anxious to find a way to try and bring some of that back to our event. We also we met the guys from VW Days and MIVW. So we came up with 'Euro Tripper Tour Series' and the next four events we hold (in Florida) will be dedicated to these awesome scenes. We are starting the series off with a dedication to the UK. Next year we will travel Europe more and attend as many other shows as we can, and then dedicate ET5 to another region.

Favourite alcoholic tipples?

Ha! I'm not a big drinker, sorry.

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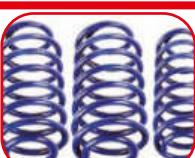


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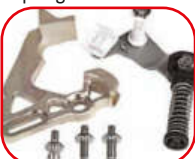
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